The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8290 | 宣統二年七月十五號 | FRIDAY, AUGUST 19, 1910. | 五拜禮 | 號九十月八年英港香 | $36 PER ANNUM. SINGLE COPY 10 CENTS

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$15,000,000
RESERVE FUNDS—
Sterling
£2,500,000 at 2/-=$15,000,000
Silver $15,503,000
=$30,503,000
RESERVE LIABILITY OF PROPRIETORS.$15,000,000

COURT OF DIRECTORS:
G. Balloch, Esq.—Chairman.
Robert Shewan, Esq.—Deputy Chairman.
F. H. Armstrong, Esq. | S. A. Levy, Esq.
J. W. Bandow, Esq. | F. Lieb, Esq.
Andrew Forbes, Esq. | G. H. Medhurst, Esq.
Hon. Mr. Henry Keswick | E. Shellim, Esq.
C. R. Lecraman, Esq. | H. A. Slabs, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
N. J. STABB,
Acting Chief Manager.
Hongkong, 19th July, 1910. [20

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL.....£1,200,000
RESERVE FUND.....£1,600,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " — 3½ "
" " " 3 " — 3 "
WM. DICKSON,
Manager.
Hongkong, 25th April, 1910. [22

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP.....Yen 25,000,000
RESERVE FUNDS.....Yen 16,250,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	HANKOW.
KOBE.	TIENTSIN.
OSAKA.	PEKIN.
NAGASAKI.	NEWCHWANG.
LONDON.	DALNY.
LYONS.	PORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO.	LIOYANG.
HONOLULU.	MUKDEN.
BOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposit:—
For 12 months.....4 % p.a.
" 6 " .....3½ % "
" 3 " .....3 % "
TAKEO TAKAMICHI,
Manager.
Hongkong, 11th March, 1910. [28

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

Branches:

Berlin	Calcutta	Hamburg	Hankow
Kobe	Peking	Singapore	Tientsin
Tsinanfu	Tsingtau	Yokohama	

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)	Berlin.
Direction der Disconto-Gesellschaft	
Deutsche Bank	
S. Bleichroeder	
Berliner Handels-Gesellschaft	
Bank fuer Handel und Industrie	
Robert Warschauer & Co.	
Mendelssohn & Co.	
M. A. von Rothschild & Soehne	Frankfurt a/M.
Jacob S. H. Stern	
Norddeutsche Bank in Hamburg, Hamburg.	
Sal. Oppenheim Jr. & Co., Koeln.	
Bayerische Hypotheken und Wechselbank, Muenchen.	

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
J. KULLMANN,
Acting Manager.
Hongkong, 3rd [illegible]. [21

Banks

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
Acting Chief Manager.
Hongkong, 18th July, 1910. [21

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....Gold $3,250,000
RESERVE FUND.....Gold $3,250,000
Gold $6,500,000
(about £1,500,000.)
HEAD OFFICE:—60, Wall Street, New York.
LONDON OFFICE:—Threadneedle House, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LD.
THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
For 6 " 4 " "
For 3 " 3 " "
N. S. MARSHALL,
Manager.
No. 9, Queen's Road Central.
Hongkong, 17th August, 1910. [19

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:
Alexander McLeod, Esq., Chairman.
C. Stepharius, Esq.
Lee Yung Su, Esq.
J. H. McMichael, Esq.
C. R. Burkill, Esq.
J. A. Wattie, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, Esq., F.I.A., Actuary

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force	$37,855,885.00
Assets	8,115,750.00
Income for Year	2,566,559.00
Insurance Fund	8,216,819.00

LEFFERTS KNOX, Esq., District Manager.
E. W. TAPE, Esq., District Secretary.
} Hongkong, Canton, Macao and the Philippines.
ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.
Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq.
C. J. Lafrenais, Esq.
Hongkong, 16th July, 1910. [810

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 10.00 a.m. ...Every 10 minutes
10.00 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 5.00 p.m. ...Every 15 minutes.
5.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
11.45 a.m. to 12.00 noon...Every 15 minutes.
12.00 Noon to 7.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes
7.00 p.m. to 8.10 p.m. ...Every 10 minutes.
NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 2.15 p.m., 11.10 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1910. [18

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

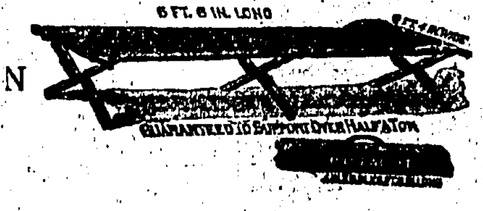
FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c., via usual Ports	DEVANHA ..... Capt. Powell	Noon, 20th Aug.	*See Special Advertisement.*
SHANGHAI, MOJI, KOBE and YOKOHAMA	SYRIA ..... Capt. D. C. Gregor, R.N.R.	About 25th Aug.	Freight and Passage.
SHANGHAI	DELTA ..... Capt. B. W. H. Snow ...	About 1st Sept.	Freight and Passage.

For Further Particulars, apply to
E. A. HEWETT,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 18th August, 1910. [4

Intimations.

LANE, CRAWFORD & CO.

FOLDING CANVAS BEDS.



OPEN $8.00 each Closed

With MOSQUITO FRAME AND CURTAIN $15.00 COMPLETE.

THIN SUMMER BLANKETS.
$3.50 each.

A NECESSITY AND A LUXURY FOR THE SUMMER.

LANE, CRAWFORD & CO. [81

FOR BATHING PARTIES.

Blackberry Brandy.
Cherry Brandy.
Cherry Whisky.
Creme De Menthe.
Orange Gin.
Peppermint.

Telephone No. 75.

CALDBECK, MACGREGOR & CO.
Wine & Spirit Merchants.
Hongkong, 9th August, 1910. [39

Hotels.

TRY
WEISMANN'S
PURE FRESH COFFEE.

Roasted and Ground on our Premises Daily.

1/2-lb. and 1-lb. tins.

Hongkong, 20th July, 1910. [407

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.
For Terms, &c., apply to the
MANAGER.
Taytung, 2nd July, 1910. [27

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON:	CANTON TO HONGKONG:	HONGKONG TO CANTON:	CANTON TO HONGKONG
MONDAY, 15th August.		THURSDAY, 18th August.	
8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN
10.00 P.M. KINSHAN	5.15 P.M. FATSHAN	10.00 P.M. FATSHAN	5.15 P.M. KINSHAN
TUESDAY, 16th August.		FRIDAY, 19th August.	
8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM
10.00 P.M. FATSHAN	5.15 P.M. KINSHAW	10.00 P.M. KINSHAN	5.15 P.M. FATSHAN
WEDNESDAY, 17th August.		SATURDAY, 20th August.	
8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM	8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN
10.00 P.M. KINSHAN	5.15 P.M. FATSHAN		5.15 P.M. KINSHAN
		SUNDAY, 21st August.	
		10.00 P.M. FATSHAN	

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,285 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 21ST AUGUST, 1910.
The Company's Steamship
"SUI-AN,"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 4 P.M.
FARES:
1st Class Return $3, Single $1.50. 2nd Class Return $1, Single 60 cts.
By kind permission of Col. Prior and Officers, the Band of the 13th Rajputs, under Bandmaster Coke will play during the trip.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. from Hongkong at 2 P.M. from the Company's Wing Lok Street Wharf.
Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M.; and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lintan" and "Sanni." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier. [5

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

A. F. DAVIES,
Manager.
Hongkong, 5th February, 1909 [15

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of
L. GAMEAU, Proprietor.
N. BEUMENTHAL, Manager
Telephone, 192. Telegrams "Astor." [44

THE "REMINGTON" TYPEWRITER

Is not the cheapest when purchased, but it is the cheapest in the long run, as is proved by the fact, that the number of Remingtons sold annually is vastly greater than that of any other make.
It has always been and is to-day the recognised leader among writing machines.
It does the best work and lasts longer than any other.

CAUTION.—Beware of skilfully renovated old Remingtons, sometimes put up in attractive packing, which are on the market just now. They are offered at low prices and apparently as new, but in reality quite worn out and valueless.

SOLE AGENTS FOR HONGKONG AND CANTON,
SIEMSSEN & CO.
[illegible] [14

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

For	Steamers	To sail
KUDAT and SANDAKAN.....	"BORNEO" .....(T. 5,050) Capt. F. Sembill	TUESDAY, 23rd Aug., 9 A.M.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" ..... Capt. D. Lenz ...(T. 6,000)	About TUESDAY, 23rd August.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	* "PRINZ LUDWIG" ..... Capt. F. v. Blaser (T. 18,300)	WEDNESDAY, 24th Aug., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BULOW" .....(T. 16,900) Capt. H. Formes	About WEDNESDAY, 24th August.
MANILA, YAP, ANGAUR, MARVUN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE.....	"PRINZ SIGISMUND" ..... Capt. F. Iseke...(T. 6,000)	SATURDAY, 10th Sept., Daylight.

* Fitted with Wireless Telegraphy New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 19th August, 1910. [7

Intimations.

KWONG FUNG YUEN,
HEAD OFFICE—No. 83, Des Voeux Road West
TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,
SAW MILL OWNERS,
AND
GENERAL CONTRACTORS
TO
H.B.M. Naval and Military Authorities.

HAVE always on hand large stock of American Fir, Douglas Fir, Oregon Pine, Teak, Yacal, Hardwoods, Oregon Spar, Chinese Spar, Chinese Pine of all descriptions.
Inspection Invited to the Yards.
Best Terms.
Quick delivery.

LEUNG TAI,
Managing Director.

Hongkong, 10th January, 1910. [419

OSMAN & CASUM,
1 & 3, D'AGUILAR STREET.

JUST UNPACKED
Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application.
Coast Port Orders carefully executed

Hongkong, 6th September, 1909. [45

THE
CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,
Undertaken and Executed.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 10th March, 1908 [41

NEW SHOP! JUST OPENED!!

DO NOT MISS LOOKING AT OUR WONDERFUL SELECTIONS OF
RARE JEWELS,
&c., &c., &c.

MOHIDEEN & CO.
Dealers in
CEYLON PRECIOUS STONES, &c.,
38 & 40, QUEEN'S ROAD CENTRAL.

Hongkong, 23rd May, 1910 [47

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound; the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, over-work, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incidental to the wear and tear and haste or overstrain of modern life. Sleeplessness, tremblings, palpitation, nervous dyspepsia, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden startings, dimness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy pleasure, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, backache, bearing down sensations, nervous headache, wasting disease, alpha hæmia, and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, involuntary losses, &c.; restores the failing energies, and imparts new life and vigour to what had so recently seemed worn out, "used up," and valueless.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it admitted into the system, than it permeates and penetrates to the minutest capillaries, commencing and expelling the virus of disease, wherever met with and to whatsoever form seen with; removing all blotches, pimples, scurf, scurvy, scrofulous and glandular swellings, discolorations, roughness and unsightly patches, &c. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of any kind, discharges, secondary symptoms, eczema, lepra, psoriasis, bad legs, bad breasts, abscesses, ulcers, sore, goitre or Derbyshire neck. It improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic coughs, too often the precursor of consumption.

CAUTION.—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Blood Medicine," whichever is required, and see that you get them. As unprincipled vendors often try to palm off inferior preparations under their own manufacture, for the sake of extra profit. Price in England, 2/9. Every genuine bottle of these medicines bears the British Government stamp pasted over the cork, with the words "VETARZO REMEDIES Limited Chemists to the Late" on a red ground, by direction of His Majesty's Hon. Commissioners. Registered Trade Mark "VETARZO." Legal proceedings will be taken against persons pirating.

COMMON SENSE IN A NUTSHELL.—A most medical work on the cause and most scientific and effectual means of self-cure now discovered for nervous exhaustion, depression of spirits, want of rest and energy, &c., by which all can become perfect in manhood and full directions for removing certain disqualifications that destroy the happiness of married life. It also treats on urinary derangements, secondary symptoms, stricture, &c., and the only way to avoid all the pretenders to cure. Post free in plain envelope on receipt of Postal Order. Sixpence. From [illegible]

Agents for HONGKONG—TREASURER AND CO., LTD., BOMBAY; BUCULLA, and POONA. [5

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK. (IN COURSE OF CONSTRUCTION.)
Docking Length.....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance . 80 ,,	Width of Entrance... 50 ,,	Width of Entrance... 63 ,,
Water on Blocks .....28 ,,	Water on Blocks ... 16 ,,	Water on Blocks..... 21.5 ,,

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always on hand, (plates, angles and tail shafts all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 876, 506, or 681.
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
Liebers, Scotts, A. 1, and Watkins.

Yokohama, April 28th, 1909. [52

FREE TRIAL.

TRY THE
ROYAL STANDARD
TYPEWRITER
(VISIBLE)

Cost $165 Little, Last Long. Will Always Give Satisfaction.

PHONE No. 482 and the machine will be at your office for free trial.

Repair to any Make of
TYPEWRITERS,
GRAMAPHONES,
AND
SEWING MACHINES.
A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and TYPEWRITERS FOR HIRE.

DRAGON CYCLE DEPOT
63, DES VOEUX ROAD.

Dentistry.

Dr. M. H. CHAUN,
DENTAL SURGEON,
35, QUEEN'S ROAD CENTRAL, 1ST FLOOR, ROOMS 2 and 3.
From the University of Pennsylvania, U.S.A.
Telephone 126.
Hongkong, 27th January, 1910. [2

THIN TI G.
LATEST METHODS OF DENTISTRY.
STUDIO AT No. 14, D'AGUILAR STREET.
REASONABLE RATES.
Consultation Free.
Hongkong, 29th June, 1910.

To Let.

TO LET.

POSSESSION ON 1ST NOVEMBER.

A FIVE-ROOMED HOUSE at MOUNT GOUGH, the Peak, known as "BICTON."
For particulars, apply to
DENNYS & BOWLEY,
Solicitors.
Hongkong, 8th August, 1910. [531

TO LET.

21, CONDUIT RD., CLIFTON GARDENS.
GODOWNS, 151 to 155, PRAYA EAST.
OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
A HOUSE in WONG-NEI-CHONG ROAD
OFFICES in YORK BUILDING
No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.
SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Trams stops at the door.
Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong 16th August 1910 [59

TO LET.

A HOUSE in KNUTSFORD TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., LD.
Hongkong, 27th July, 1910. [204

TO LET,

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.
ONE GODOWN in MASONS LANE.
Apply to—
DAVID SASSOON & Co., LD.
Hongkong, 4th April, 1910. [63

TO LET.

1ST SEPTEMBER.—BOWEN ROAD.

WESTERN BLOCK of DWELLING HOUSES at present occupied as Artillary Officer's Quarters.
Suitable for Boarding House.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st July, 1910. [460

TO LET.

GODOWN No. 54, DUDDELL STREET
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO. LD
Hongkong, 1st July, 1910 [

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied if required.

The Superioress will also be most grateful to any PARTY in the ENVELOPES to be made, into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 23rd April, 1907

AN OPIUM CONFERENCE.

THE UNITED STATES' PROPOSALS.

Peking, August 6.

The following is the full text of the note addressed by the United States to the Powers that took part in the Shanghai Opium Commission of 1908, with a view to an international conference at The Hague.

***

Impressed by the gravity of the opium problem and the desirability of divesting it of local and unwise agitation, as well as the necessity of maintaining it upon the basis of fact as determined by the Shanghai Commission, the United States deems it important that international effect and sanction be given to the resolutions of the International Opium Commission, and to this end proposes that an international conference be held at a convenient date at The Hague or elsewhere, composed of one or more delegates of each of the participating Powers, and that the delegates should have full powers to conventionalize the resolutions adopted at Shanghai, and their necessary consequences. The Government of the United States suggests as a tentative programme, based upon the resolutions and proceedings of the International Commission, the following:—

(a) The advisability of uniform national laws and regulations to control the production, manufacture, and distribution of opium, its derivatives and preparation;

(b) The advisability of restricting the number of ports through which opium may be shipped by opium-producing countries;

(c) The means to be taken to prevent at the port of departure the shipment of opium, its derivatives and preparations, to countries that prohibit or wish to prohibit or control their entry;

(d) The advisability of reciprocal notification of the amount of opium, its derivatives and preparations, shipped from one country to another.

(e) Regulation by the Universal Postal Union of the transmission of opium, its derivatives and preparations, through the mails;

(f) The restriction or control of the cultivation of the poppy so that the production of opium will not be undertaken by countries which at present do not produce it, to compensate for the reduction being made in British India and China;

(g) The application of the pharmacy laws of the Government concerned to their subjects in the consular districts, concessions, and settlements in China;

(h) The propriety of restudying treaty obligations and international agreements under which the opium traffic is at present conducted.

(i) The advisability of uniform provisions of penal laws concerning offences against any agreements that the Powers may make in regard to opium production and traffic;

(j) The advisability of uniform marks of identification of packages containing opium in international transit;

(k) The advisability of permits to be granted to exporters of opium, its derivatives and preparations;

(l) The advisability of reciprocal right of search of vessels suspected of carrying contraband of opium;

(m) The advisability of measures to prevent the unlawful use of a flag by vessels engaged in the opium traffic;

(n) The advisability of an international commission to be instructed with the carrying out of any international agreement concluded.

Without attempting to prescribe the scope of the conference, or to present a programme which may not be varied nor enlarged, the Government of the United States believes that the foregoing suggestions might properly serve as the basis at least for preliminary discussion, and invites a formal expression of opinion not merely upon the topics outlined, but an enumeration of other aspects of the opium problem which may seem of peculiar importance to any participating nation. The United States considers it important that an exchange of views take place as early as possible before the meeting of the conference.

If the programme, as outlined, meets with the approval of the Government to which you are accredited, it will be highly serviceable that on some subsequent date—for example, on or before December 1 of the current year—the participating Governments exchange their views, together with such recommendations and observations as occur to them. This course will not only facilitate the work of the conference and materially shorten its labours, but enable the Government of the United States to prepare in advance a definitive programme based upon the suggestions and views of the participating Governments.

You are therefore directed to transmit a copy of this instruction to the Minister for Foreign Affairs of the Government to which you are accredited, and at the same time to request that a delegate or delegates be appointed, furnished with full powers, to negotiate and conclude an agreement, provided that the Government to which you are accredited is favourable to the idea of an international conference for the suppression of the opium evil, as the result of the inquiries of the Shanghai Commission.

I am, Gentlemen,
Your obedient servant,
(Signed) ALVEY A. ADEE,
Acting Secretary of States.

—*N. C. D. News.*

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 4th August 1910. [1

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.		
1.	A CONE point upwards	Indicates a Typhoon to the North of the Colony.
2.	A CONE point upwards and DRUM below	Indicates a Typhoon to the North-East of the Colony.
3.	A DRUM	Indicates a Typhoon to the East of the Colony.
4.	A CONE point downwards and DRUM below	Indicates a Typhoon to the South-East of the Colony.
5.	A CONE point downwards	Indicates a Typhoon to the South of the Colony.
6.	A CONE point downwards and BALL below	Indicates a Typhoon to the South-West of the Colony.
7.	A BALL	Indicates a Typhoon to the West of the Colony.
8.	A CONE point upwards and BALL below	Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE SOUNDS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and Passing Ocean Vessels, 4 Guns will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock,	Aberdeen,
Waglan,	Sau Ki Wan,
Stanley,	Sai Kung,
Cape Collinson,	Sha Tau Kok,
	Tai Po.

This will indicate that there is a typhoon somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels on demand, if required, from the Observatory.

P. L. Chatfield,
Director.

Intimation.

Powell's

ARE SHOWING

UPHOLSTERED

. FURNITURE .

IN

GREAT VARIETY.

LARGE, DEEP

AND

COMFORTABLE

LOUNGE .

CHAIRS

SETTEES.

Chesterfields.

. DINING .

. CHAIRS .

. OFFICE .

. CHAIRS .

. FANCY .

. CHAIRS .

SHOW ROOMS

FIRST FLOOR

Alexandra

Buildings.

Hongkong 8th August, 1910. [42

DESTRUCTIVE FIRE IN KOBE.

THREE FOREIGN HOUSES DESTROYED.

HOPELESS INEFFICIENCY OF FIRE-BRIGADE.

Early on Sunday morning, says the *Japan Chronicle* of 9th inst., a fire broke out on the Kobe hill, as a result of which two foreign houses and a foreign residence in course of construction were totally destroyed, while a fourth house was seriously damaged by water. The outbreak would certainly not have been so destructive if it were not for the disgracefully inefficient state of the Kobe fire-brigade.

The three houses destroyed were owned by Mr W. Piper, and were all situated on the same terrace in Yamamoto-dori, 2 chome, but were detached and had a good space between each. It was in the middle building, No. 1 or 19, which was almost completed, that the fire broke out. A watchman was in charge of the place, and it appears that with the utter disregard, for even the most elementary precautions against fire that seems to characterise the Japanese *mmbo*, he placed a lamp close to the *futon* on which he was lying. Wood shavings were scattered around the room. According to his statement, the lamp suddenly caught fire, or fell off its supports, and crashing to the floor, exploded. In a moment the wood-shavings had caught fire, and he had only just time to spring out of the mosquito net, and rush from the room. Finding it impossible to extinguish the flames, he ran into the street and gave the alarm.

A gentleman occupying a residence near by informs us that at about a quarter to three he heard a man shouting wildly in the lane at the back of his house. He looked out and saw a faint glare in the direction of the newly-built house opposite, and heard a crackling noise. Rousing his messmate, he ran out into the street to see what he could do. By this time the fire had commenced to burn through the walls, but it had not yet obtained a very firm hold, and if a hose could have been turned on, the flame could easily have been extinguished. A Japanese he met in the lane consented to run to the nearest police box and give the alarm. Leaving his informant assisted in the removal of the furniture from the adjoining house, a three-storied residence occupied by Messrs. Bennel, Elton, Greig, and Lamberton, for, nothing being done to extinguish the flames in the unoccupied house, the brick-staircase of the house caught alight. Within a quarter of an hour the flames had obtained such a hold that it was impossible to do more than save the first things that came to hand. Some more foreigners came up shortly afterwards, and these also assisted in the salvage operations, but the smoke and flames which belched through all the windows and doors made them abandon the work. The danger, too, of the roof (which was blazing furiously) falling in upon them also made salvage work a dangerous matter, while the walls began to bulge here and there in an ugly manner.

Nearly three-quarters of an hour after the outbreak the "fire-brigade" (we do not apologise for the inverted commas) arrived upon the scene with the usual war-whoops, and set about their work with the customary free-fight and rough-and-tumble. Every man was superintendent-in-chief (or thought he was) and bawled out orders to his comrades, who shouted back counter-orders. Somehow or other they managed to get a hose unreeled and with more shouts and hoots dragged it in the direction of the blazing houses. Every few minutes the reels came up drawn by men who seemed almost delirious with excitement, as if they had never seen a fire in their lives. We need scarcely say that coolies with flags, lanterns hoisted on poles, and other antediluvian paraphernalia, heirlooms from the days of Jimmu Tenno, turned up in full force, and added to the din, heroically extinguishing the sparks which came within their range. The hydrants were turned on, but to the astonishment of everybody, the power was found to be so weak that the water could not be thrown more than a dozen feet. In other cases no water came out of the hoses at all, and so the firemen had to content themselves with looking on at the blaze and yelling at psychological moments. The police were also very industrious; those who were not hustling out furniture from the surrounding houses or keeping back the crowd, ran hither and thither with their swords in one hand and paper lanterns in the other, shouting now and then to help the firemen. All this time, be it remembered, the houses were blazing furiously, while a third residence that occupied by Mr. Blum, had now caught alight. The fire spread here so rapidly that there was only time to get the furniture out on the ground floor, it being impossible to go upstairs owing to the dense smoke and the terrific heat.

At last, more than half-an-hour after the "brigade" had arrived, the pressure in the mains was suddenly increased, and the hoses were played on the burning houses, now little more than blackened walls and glowing timbers. As one resident remarked yesterday, it was like adding insult to injury to turn the water on at that time of the day.

However, the firemen were able to do something with the water, for soon after Mr. Blum's house had fallen a prey to the flames, smoke was seen to be coming from under the eaves of the residence on the west, No. 43, owned by Mr. Robert Young and now occupied by Mr. Nitzheim who was absent. The firemen set to work with a will. They had already smashed nearly the whole of the long fence, in order to pass a three-inch hose through the garden, and they now commenced to play, not only on the danger spot, for that would have been unscientific, but on the whole house. In a few minutes the place was little else than a wreck. Hundreds of gallons must have been poured in through the roof and windows bringing down the plaster and beating down the walls, in order to "save" the residence. Such are the methods of the Kobe fire brigade.

At last "the fire was got under control," to use a newspaper phrase which has some meaning in most civilised countries, and the firemen went home, no doubt, well satisfied with their heroism, and anxious to rest their tired lungs.

In answer to an inquiry the police explain that the fire-brigades were turned out as quickly as possible and that notice was given to the municipal official in charge of the waterworks, but for some reason or other the water was not available for forty minutes after the brigades were on the spot. Whatever the cause, the inefficiency and lack of organisation shown were certainly remarkable. It appears that it is the duty of the man in charge of the waterworks to put on full pressure when the fire-bells ring out.

The three houses destroyed were insured in the Mutual Fire Insurance Company for ¥27,000.

Intimations.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL *bears, in addition to the registered trade-mark:*

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS *is a* MELISSA *and* MINT *cordial which surpasses all others by its purety and faultless preparation. To be taken on a lump of sugar.*

COMPAGNIE du VIN SAINT-RAPHAEL. Valence (Drôme-France).

GALDECK MAIBEICR & Co., Hongkong.

VICTORIA RECREATION CLUB.

AQUATIC FETE,
SATURDAY, August 20th, at 9 P.M.

LADIES' Tickets 50 cents each obtainable from the Steward of the Club, or at the gate. Non-members (Gentlemen) $1.

Hongkong, 17th August, 1910. [545

ST. JOSEPH'S COLLEGE.

THE SCHOLASTIC YEAR will commence on MONDAY, 22nd inst., at 8.30 A.M.

For particulars as to board and tuition apply to

THE DIRECTOR.

Hongkong, 18th August, 1910. [545

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSON AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK,
AT
REASONABLE PRICES

Hongkong, 7th March, 1910. [15

CHEONG HING

HAS ALWAYS ON HAND

A LARGE ASSORTMENT OF

CURIOS, PORCELAIN, JADESTONE

AND

SILK EMBROIDERIES.

Inspection Solicited.

No. 77, Queen's Road Central.

Hongkong, 11th July, 1910. [477

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
利光隆公司

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at

No. 39, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.

25th May, 1908.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1910.

Public Companies.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, TO-MORROW, the 20th day of August, 1910, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1910.

The REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 8th August, to SATURDAY, the 20th August, 1910 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,

N. J. STABB,
Acting Chief Manager.

Hongkong 19th August, 1910. [530

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN accordance with the provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND of 5% for the half year ending 30th June, 1910, on the Paid-Up Capital.

DIVIDEND WARRANTS payable on TUESDAY, the 30th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to 32th August, both days inclusive.

JARDINE, MATHESON & Co., LD.,
General Agents.

Hongkong, 12th August, 1910. [540

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions from The Hon. The Captain Superintendent of Police, to sell by

PUBLIC AUCTION,
on
MONDAY,
the 22nd August, 1910, at 11 A.M., at The Central Police Station's Compound,

SUNDRY CONDEMNED and OBSOLETE STORES,
Comprising:—
OLD METALS, CLOTHING, LAMPS, CIGARETTES, TABLES, a quantity of OPIUM, WINES and SPIRITS, OPIUM PIPES and SMOKING IMPLEMENTS, One PRINTING MACHINE and 9 BOXES PRIMERS, &c., &c.;

ALSO

A Number of RIFLES, REVOLVERS and a large quantity of AMMUNITIONS.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 16th August, 1910. [541

For Sale.

FOR SALE
AT
GRACA & CO.
27, DES VOEUX ROAD.

ASIATIC POSTAGE STAMPS
and
VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single.

Assortment of Stamps and Post Card Albums.

Postage Stamps Catalogues for 1910.

Stock Books, Duplicate Pocket Books Transparent Envelopes.

Tweezers, Magnifying Glasses, Perforation Gauges.

Novels, Books for parlour and household use. Toy Books for Children.

Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

MANILA CIGAR AND CIGARETTES.

&c., &c., &c.

Inspection Invited.

Hongkong, 19th January, 1910. [1

GUNGAONG AVERAGE MARKET PRICES.

Corrected 18th August, 1910, 100 cts. per $ Mex.

BUTCHER MEAT.	Cents.
Beef sirloin & prime cut—Mei Lung Pa ℔	20
„ Corned—Ham Ngau Yuk „	22
„ Roast—Shiu „ „ „	22
„ Breast—Ngau Lam „	15
„ Soup, Tong Yuk „	20
„ Steak—Ngau Yuk Pa „	22
„ „ Sirloin—Ngau Lau „	30
„ Sausages,—Ngau Yuk Chaung „	26
Bullock's Brains—„ Know per set	9
„ Tongue fresh—Ngau Li each	50
„ corned—Ham Ngau Li „	60
„ Head—Ngau Tau „	85
„ Heart—Ngau Sum per ℔	12
„ Hump, Salt—Ngau Kin „	18
„ Feet—Ngau Kock each	8
„ Kidneys—Ngau Yiu „	9
Tail—Ngau Mei „	18
„ Liver—Ngau Gon ℔	12
„ Tripe (undressed)—Ngau To „	6
Calves' Head and Feet—Ngau-chai-tau-kock set	$1.00
Mutton Chop—Yeung Pai Kwat ℔	22
„ Leg—Yeung Pei „	22
„ Shoulder—Yeung Shau „	20
Pigs' Chitlings—Chi cheong „	22
„ Brains—Chi Know per set	24
„ Feet—Chi Keok „	12
„ Fry—Chi Chak „	25
„ Head—Chi Tau „	15
„ Heart—Chi Sum each	12
„ Kidneys—Chi Yiu pair	8
„ Liver—Chi Kon ℔	30
Pork, Chop—Chi Pai Kwat „	18
„ Corned—Ham Chu Yuk „	—
„ Leg—Chu Pei „	24
„ Fat or Lard—Chu Yau „	18
Sheep's Head and Feet—Yeung Tau Kock set	50
„ Heart—Yeung Sum each	6
„ Kidneys—Yeung Yiu „	9
„ Liver—Yeung Gon ℔	24
Sucking Pigs, To Order—Chu Chai „	22
Suet Beef—Sang Ngau Yau „	20
„ Mutton—Sang Yeung Yau „	22
Veal—Ngau Chai Yuk „	20
„ Sausages—Ngau Chai Yuk Tong „	20

POULTRY.	
Chicken—Kai Chai ℔	30
Capons, Large, Small—Sin Kai „	32
Ducks—Ap „	23
Doves—Pau Kau each	—
Eggs, Hen—Kai Tan per doz.	24
Fowls, Canton—Kai ℔	35
„ Hainan—Hoi Nam Kai „	30
Geese—Ngo „	22
Geese, Wild Shanghai—Sheung Hoi Ye Ngo pair	—
Musk Deer—Wong Keng each	—
Hare—Tu Chai „	—
Partridge—Cha Khoo „	—
Pheasant—Shan Kai pair	—
Pigeons, Canton—Pak Kup each	30
„ Hoihow—Hoihow Pak Kup „	22
Quail—Um Chun „	—
Rice Birds—Wo Fa Cheuk dozen	—
Snipe—Sa Chui each	28
Turkeys, Cock—Fo Kai Kung per ℔	65
„ Hen—„ „ Na „	55
Wild Ducks, Shanghai, Sui-ap pair	—
Teal, Shanghai, Sui Ap Chai „	—
Wild Ducks Canton—Sang Shing Sui Ap per pair	—

FISH.	
Barbel—Ka Yu ℔	10
Bream—Hin Yu „	15
Canton Fresh Water Fish—Hoi Sin Yu „	16
Carp—Li Yu „	20
Catfish—Chik Yu „	11
Codfish—Mun Yu „	17
Crabs—Hai „	16
Cuttle Fish—Muk Yu „	14
Dab—Sa Mang Yu „	15
Dace—Wong Mei Lun „	14
Dog Fish—Tit Tu Sa „	9
Eels, Congor—Hai Man Yu „	17
„ Fresh water—Tam Sui Yu „	16
„ Yellow—Wong Sin „	28
Frogs—Tien Kai „	31
Garoupa—Sek Pan „	26
Gudgeon—Pak Kap Yu „	11
Herlings—Tso Pak „	20
Halibut—Cheung Kwan Yu „	28
Labrus—Wong Fa Yu „	18
Loach—Wu Yu „	28
Lobsters—Lung Ha „	35
Mackerel—Chi Yu „	24
Monk Fish—Mon Yu „	18
Mullet—Chai Yu „	24
Oysters—Sang Hoo „	—
Parrotfish—Kai Kung Yu „	17
Perch—Tso Loo „	15
Pike—Fa Paw Poong „	9
Plaice—Pan Yu „	18
Pomfret, Black—Hak Chong „	18
Pomfret, White—Pak Chong „	24
Prawns—Ming Ha „	10
Ray—Yai Ta Sa „	9
Rock Fish—Sek Kai Kung „	10
Roach—Chau Yu „	10
Salmon, (Fine), fresh water—Ma Tau	

	Cents.
Shark—Sa Yu ℔	9
Skate—Po Yu „	11
Shrimps—Ha „	22
Snapper—Lap Yu „	24
Soles—Tat Sa Yu „	22
Tench—Wan Yu „	18
Turbot—Cho How Yu „	24
Turtles, small, fresh water—Kook Yu „	50
White Bait—Ngau Yu Chai „	—

FRUITS.	
Almond—Hung Yan ℔	35
Apples, (California)—Kam San Ping Ko „	24
„ (Chaioo)—Tie Chun Ping Ko „	10
„ Small—Hoi Toog „	7
„ Custard—Fan Lai Chi each	5
Bananas, fragrant, Canton—Sang Sheung Heung Chiu ℔	3
„ (brides), Macao—San Heung Chiu „	5
Chestnuts, Chinese—Foong Lut „	—
Carambola—Yeung Tou „	33
Cocoanuts—Yeh Tsz each	10
Grapes—Sin Tai Tsz ℔	28
Lemons, China—Ning Moong „	7
„ Amar.—Kum San Ning Moong „	6
Lichees, Small Stone—Lai Chi Gon „	25
„ Fresh, Lai Chi „	—
Limes, (Saigon)—Sai Kung Ning Moong each	6
Mango, Manila—Lui Sung Mong „	—
Mango, Saigon—Sai Kung Moong „	—
Mangosteens, San Chuk Tsz per doz.	—
Oranges, Tim Chang ℔	5
„ Small—Tai Kut catty	—
„ Mandarin—Tim Kut „	—
Olives—Pak Lam ℔	—
Passion Fruit each	—
Pears, (American)—Kam San Shut Li ℔	14
„ (Canton), Cooking—Sa Li „	7
Peanuts,—Fa Sang „	10
Persimmons, Large,—Hung Chiu „	10
Pine-apples, 1st quality—Sheung Poon Ti Paw-law each	10
„ and cooking—Chung-tang Paw-law „	—
Plantains—Tai Chiu ℔	5
Plums, Swatow—Hung Lai „	7
Pumelo, Siam—Chim Lo Yau each	10
Walnuts, Hop Tou „	12
„ Green—Sang Hop-Tou „	7
Shanghai Lo Kwat ℔	5

VEGETABLES, &c.	
Artichokes, Shanghai,—Sheung Hoi Ah Chi Chauk ℔	10
Beans, (French) Macao—Oh Moon Pin Tau „	18
Beans, (French), Shanghai—Sheung Hoi Pin Tau „	8
Beans, Sprout—Ah Choi „	7
Beans, Long—Tau Kok „	8
Beet Root—Hung Choi Tau each	5
Brinjals, Green—Cheng Yuan Ker „	4
Brinjals, Red—Hung Ker „	4
Bamboo Shoots—Chook Shun „	10
Cabbage, Chinese, com.—Kai Choy „	5
Cabbage, Red—Kai Lan Tau each	—
Cabbage, (Shanghai)—Yeh Cai „	14
Cane Shoots, bunch—Kan Shun „	3
Cauliflower, Large size—Tai Yeh Choi Fa each	—
Cauliflower, Medium size—Cheung Yeh Choi-fa each	—
Cauliflower, Small size—Sai Yeh Choi-fa „	—
Carrots—Kam Shun „	7
Celery, Chinese—Tong Kan Choy „	5
Celery, English—Yeung Kan Choi „	—
Celery, White—Pak Yeung Kan Choi „	—
Chillies, Dried—Con Lat Chiu „	1
„ Red—Hung Fa „	5
„ Green—Cheng Lat Chiu „	5
Curry Stuff, English—Ka Lee Choi Liu „	8
Cucumbers—Cheng Kwa „	1
Bitter Squash—Fu Kwa „	6
Garlic—Suen Tau „	6
Ginger, young—Sun Tsz Keung „	5
„ old—Lo Keung „	4
Horse Radish, Shanghai—Lik Kan ℔	25
Indian Corn—Suk Mai piece	5
Lettuce—Yeung Sang Choi each	4
Water Chestnuts—Ma Tai „	6
„ Mandarin—Kwei Lum Ma Tai „	8
Musk Melon „	5
Mushrooms, Fresh—Sang Cho Kho „	35
Onions, Bombay—Yeung Chung Tau „	9
„ Green—Sang Chung „	4
„ Shai—Sheung Hoi Chung Tau „	5
„ Japan—Yai Poon „ „	—
Okroes—My Ker „	10
Parsley, English—Yeung Un Sai ℔	50
Green Peas—Cheng Tau „	18
Potatoes, Sweet—Fan Shu „	3
„ Shanghai—Sheung Hoi Shu Tau „	4
„ Japan—Yai Poon Shu Tau „	5
„ American—Fa Ki „	—
„ Foochow—Fuk Chan Shu Tau „	8
„ Macao—Oh Moon „	—
Pumpkin—Teong Kwa „	3
Radish—Hung Lo Pak Tau ℔	8
Rhubarb „	—
Shallots—Con Chung Tau „	4
Spinage (Chinese)—Paw Choi „	—
Spinach—Yin Choi „	4
Tomatoes—Fan Kie „	7
Taro—Wu Tau „	3
Turnips, Pun-ti (Long)—Low Pak „	3
„ English—Yeung Low Pak „	—
Vegetable Marrow—Chi Kwa „	4
Water Cresses—Sai Yeung Choi „	8
„ Caltrops—Ling Kok ℔	—
„ Lily Roots—Lin Ngau „	4
Yams—Tai Shu „	—
Sugar „	—

The prices ascertained by [illegible] and the Sanitary Board [illegible] at Hongkong is as the prices [illegible]

W. [illegible]

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S
E
VERY OLD LIQUEUR
SCOTCH
WHISKY.
A Blend of the Finest Pure Malt Whiskies distilled in Scotland
OF
GENUINE AGE
AND
FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s
BULL DOG
BRAND
GUINNESS' STOUT
in PINTS and SPLITS.

A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910. [18

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—$6 per annum.

WEEKLY—$3 per annum.

The rates per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional $1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 19, 1910.

THE FOREIGN TRADE OF CHINA.

We have just received from the Chinese Imperial Maritime Customs a copy of the trade report for 1909 which, as usual, contains a plenitude of interesting matter and well repays perusal. In his report on the foreign trade of China, Mr. J. L. Chalmers remarks that the year under review was commercially a good one for China since it was marked by a large increase in her Customs revenue, a notable expansion of exports, a rapid industrial progress, and a revival of the home trade. Those countries supplying imports to China had perhaps less cause for satisfaction in the year's results. The low exchange, so important a factor in the flow of imports, stood in the way of that development which had not unreasonably been anticipated and gave additional advantage to those native manufactures, such as flour, cotton yarn, cotton cloth, iron, etc., with which foreign imports have now to compete. A great rise in the price of cotton was further flung into the scale, as against the principal branch of the import trade, though its effect was in a large measure deferred by the system of contracting ahead with the home manufacturers. As regards agriculture, which in each year suffers in some part of China from either too much or too little rain, every Province appeared to have its share of distress, and the aggregate damage to crops and consequent impoverishment was very considerable. Tea and silk yields are reported to have been exceptionally abundant. Cotton, again, was severely injured by rains in Hupeh, Hunan, and Kiangsi; and though the rice harvests seem to have been satisfactory generally, the price of the staple rose on the Yangtze in consequence of the summer floods. Referring to railway construction in China, Mr. Chalmers says:—"Both the Chinese and British portions of the Canton Kowloon Railway made good progress. It is expected that trains will be running on the British section, between Hongkong and Taipo, by the middle of 1910, while on the Chinese section 31 miles will probably be ready for traffic in September, and work is proceeding so well that it is hoped through communication may be opened in the summer of 1911." The value of the direct trade with foreign countries in 1909 reached a total of 757,150,881 taels, exceeding the total of 1908 by 85.98 million taels and the highest total hitherto recorded—that of 1907—by 76 million taels. Foreign imports amounted in value to 418,158,067 taels, showing an increase of 23.65 million taels, and exports to 338,992,814 taels, an increase of 62 million taels. Concerning the foreign opium imports into China it is rather curious to note that these show an increase instead of a reduction such as one would have expected to find considering the additional restriction put upon the traffic and Great Britain's undertaking to decrease her exports of the drug from India by ten cent. every year for ten years. There was a net importation of 48,917 piculs of foreign opium, giving an increase of 570 piculs as compared with the previous year's import. Of Bengal drug, 2,225 piculs more was imported, of Malwa, 1,476 piculs less; and of Persian, 171 piculs less. The slight increase of importations is due in part to excited speculation on the yet greater scarcity to come. Hongkong market prices, in January and in December, show that Malwa had risen by the end of the year 10 to 20 per cent., according to quality; Patna, 28 per cent.; Benares, 39 per cent.; and Persian, 29 to 37 per cent.; and it may be added that by the middle of March 1910 Hongkong prices for foreign opium were twice as high as in the beginning of 1909. Native opium has more than kept pace with the foreign drug and is reported from several of the maritime provinces to have doubled its market value during the year; while the price of Szechuan opium at Chungking rose in the year's course from 200 to 225 taels to 500 to 550 taels, or 147 per cent. Coastwise movements of native opium through the Foreign Customs, which of themselves do not at this stage throw much light on the general question, have continued without noticeable change. Owing to a sudden demand at the end of the year, and it is said to an expectation that the downward movement of opium from Chungking will soon be forbidden, the quantity of Szechuan and Yunnan opium passing Ichang was as great as in 1908. So long, however, as opium is grown in the western provinces at all, or any of the old stock remains, it will naturally gravitate towards the richer provinces of the lower Yangtsze and the South. Customs reports confirm the statements which have appeared in the public press from missionaries and others in regard to the reduced production in Szechuan and Yunnan. The Mentz Commissioners says that "the suppression of the traffic in opium in this province must be recognised as thorough even by the most sceptical," and the Commissioner at Chungking, while admitting that a good crop had been gathered during the year, finds in consequence of a decisive prohibition in the autumn, "there can be no doubt of the fact that a clearance of the poppy on a most extensive scale has been effected." Importations of kerosene oil, which has become almost a necessity in Chinese houses, fell off by 20 per cent. Various reasons are assigned for this reduction but the most probable seems to be the conjunction of its increased price with an abundance of vegetable oil; also, electric lighting has been installed in many Chinese cities and is in high favour as an illuminant. A sign of the times may be discerned perhaps in the value of imported beers, wines and spirits. This amounted to 2,073,796 taels, an increase of nearly one million taels as compared with the year 1908. This appears to indicate that foreign spirituous liquors are destined to take the place of the prohibited opium. With regard to shipping, the total entries and clearances—208,516 vessels, 86,771,809 tons—give an increase of 911 vessels and 2·78 million tons. Chinese vessels of foreign type increased their total tonnage by 791,000 tons, chiefly on the Shanghai-Ningpo line. On the whole, the returns show that during the past year the trade of China has enjoyed very material prosperity and that there is every prospect that in the remaining portion of the current twelvemonth this satisfactory state of things will continue.

THE Directors of the Shanghai and Hongkew Wharf Co., Ltd., have declared an interim dividend of three taels per share, payable on 19th inst.

THE half-yearly meeting of shareholders in the Hongkong and Shanghai Banking Corporation takes place at the City Hall at noon, to-morrow, Saturday, 20th inst.

LOCAL AND GENERAL.

JAPANESE telegraph landlines are now restored.

THE s.s. *Kumiang* arrived in port yesterday afternoon from Singapore with 860 Chinese passengers and 6 Portuguese soldiers.

MISFORTUNE overtook the great Pigeon Day from Nantes (France) to Lancashire. Of the 6,595 Lancashire, liberated at Nantes for the 435 miles flight home, it is estimated that over 5,000 have gone astray.

HAVAS telegrams, dated July 26, in the Saigon papers report a signal defeat of the reactionary parties at the General Councils elections in France. Out of 1,413 seats filled at the first ballot, they held only 338. The Republicans and Socialists added to their already enormous majority by winning 27 seats.

SOUTH Africa states that Queen Mary in the course of a recent conversation with a South African colonist referred to another visit which her Majesty hoped to pay South Africa. The journal adds: This is in keeping with our previous announcement that the King and Queen Mary will make a tour of the Empire before very long.

SPEAKING at a farewell banquet the British Ambassador to St. Petersburg, Sir Arthur Nicholson, G.C.B., G.C.M.G., G.C.V.O., K.C.I.E., said that he was leaving St. Petersburg assured of the relations between Russia and Great Britain, which, in his opinion, could not be more friendly. Both Governments were determined to work in their common interest.

A CABLE received in Manila on 15th inst. announced that the price of tires had advanced 15 per cent. The wire also announced that the advance was general and included everything of rubber manufacture and affected every factory in the United States. This is the second advance in rubber lately, the last advance of 10 per cent occurred about three months ago.

ACCORDING to the statutes of the Order of Merit the membership is limited to twenty-four subjects of the Crown who have rendered exceptionally meritorious services in the Navy or Army, or towards the advancement of art, literature, or science. There are also honorary foreign members. There are only nineteen British and three foreign members, the latter being Field Marshals Yamagata and Oyama, and Admiral Togo.

LUISNE JUDGE DISALLOWS INTEREST.

MONEY-LENDING ACTION AT THE SUMMARY COURT.

Before Mr. Justice Hazeland, Acting Puisne Judge, in the Summary Court this morning, Prem Singh, unemployed, an Indian money-leender, sued L. R. Avills to recover the sum of $137, being amount due under a promissory note and interest thereon. Mr. H. Holmes represented the defendant, while the plaintiff appeared in person.

Mr. Holmes asked for any documents held by the plaintiff to be put in.

Plaintiff stated that the claim was for money lent and interest. The original amount of the loan was $100 and the balance consisted of interest on that sum.

Mr. Holmes admitted the note for $100 and an I.O.U. for $10, but disputed the remainder of the interest.

Mr. Holmes (cross-examining the plaintiff)—You had a note for $400 formerly which you sold to one Ghulbak Singh?—Yes.

That was in February last?—Yes.

Have you received any money from the defendant since February?—No.

His Lordship—Have you received no money at all?—No.

Mr. Holmes—How do you make out the interest?—At the rate of $3 per month for nine months.

Are you suing on the promissory note?—The $27 is the interest on $100 and not on $10.

(To the defendant)—Did you sign those documents?—Yes.

Did you at any time promise to pay interest?—No.

His Lordship—He is entitled to 8 per cent.

Mr. Holmes submitted that the Bills of Exchange Ordinance clearly laid down the definition of a promissory note. If a person wished to claim interest on a promissory note, it was necessary to insert words to that effect in the note. Plaintiff was really trying to claim interest on a note which merely promised to pay $100 on demand. Interest could only be claimed if agreed upon between the parties or by custom.

His Lordship having consulted the law on the subject held that he was not satisfied that there had been any agreement for payment of interest. He entered judgment for the plaintiff for $10 only.

The plaintiff at this point murmured something which was inaudible.

His Lordship—I can't allow any discussion.

His Lordship then made an order for $10 a month, to be payable by instalments.

A SHORT (!) ACTION.

SOLICITOR'S HUMOUR AT THE SUMMARY COURT.

Before Mr. Justice Hazeland, Acting Puisne Judge, in the Summary Court this morning, P. Pickford sued Messrs. Palmer and Turner to recover the sum of $51.50. Mr. P. S. Dixon, from Mr. R. A. Harding's office, appeared for the plaintiff and Mr. R. F. C. Master, of Messrs. Johnson, Stokes and Master, represented the defendant.

His Lordship—How long will it take?

Mr. Dixon—It won't take more than an hour.

His Lordship (to Mr. Master)—Only an hour?

Mr. Master—My friend evidently knows more about it than I do (Laughter).

His Lordship—How long will it take?

Mr. Master—I don't know. My friend will have to prove his case.

The case was adjourned.

CLAIM FOR DAMAGES.

ALLEGED NEGLIGENCE BY JUNK-OWNER.

Before Mr. Justice Hazeland, Acting Puisne Judge, in the Summary Court this morning, J. W. Bestowe sued Tsang Kin Ting to recover the sum of $500 as damages for alleged negligence by the defendant, a junk-owner. Mr. W. E. L. Shenton, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiff and Mr. P. S. Dixon, from Mr. R. A. Harding's office, represented the defendant.

His Lordship—How long will it take?

Mr. Shenton—I don't think more than an hour. The only thing required will be for the jury to assess damages.

His Lordship—Have you applied for a jury?

Mr. Shenton—Yes.

A day was fixed for the hearing of the action.

LANGKATS.

INTERIM DIVIDEND.

Attention is called to the advertisement of the Langkat Company, George McBain, general agent, which appears on the front page to-day, says the *N. C. D. News* of 12th inst. In our issue of yesterday, we inadvertently quoted the interim dividend in respect of the current year's working as Sh. Tls. 5 per share. This should have read Tls. 15 per share.

The notice is as follows:—

MAATSCHAPPIJ TOT MIJ. BESCHIK EN LANDBOUWEXPLOITATIE IN LANGKAT.

Notice is hereby given that the division of shares in accordance with the resolution passed at the last meeting of shareholders has been sanctioned by the Dutch Indian Government.

The company's books will be closed on the 5th day of October, 1910, and the certificates for new shares will be made out in the names of the persons on the register on the date according to the shares held on that date.

The certificates must be sent to Batavia to be stamped and then to Tandjong Pera to be signed by the Sumatra directors.

Accordingly it will be impossible after the 5th day of October to register any transfer until the new certificates are sent back to Shanghai and the books will have to remain closed until the 5th day of December, 1910, at the earliest and consequently no transfer can be registered from the 5th day of October to the 5th day of December, 1910.

By order of the Directors,
GEORGE McBAIN,
General Agent.

Shanghai, 13th August, 1910.

EXTRAORDINARY CRUELTY.

CHINESE BOY CHAINED IN DARK ROOM FOR A MONTH.

An extraordinary case of cruelty is to be prosecuted by the Singapore police. The defendants are a Chinese couple—Tan Ah Heng and his wife, Hee Ah Saw—who reside at 54 Temple Street, and who have an adopted son about nine years old. It appears that the boy had been in the habit of stealing small sums of money from his foster parents and, a month ago, for one such offence, the parents resorted to a drastic punishment which is now likely to bring a severe retribution in its wake.

It is alleged that they locked the boy up in a small room beneath the stair of the house. The area of the room was four feet by three; it had neither ventilation nor light; and to add to the horror of the little prison they put a chain round the boy's leg and attached it to the padlock of the door. Once a day they took food to the poor child and thrashed him frequently. The facts evidently were not, or could not be, concealed and some more kindly disposed person informed the police. Detectives visited the house and, when they released the boy, his month's imprisonment had reduced him to a state of pitiable emaciation and collapse.—*Straits Times.*

FAMOUS STAMP COLLECTORS.

The Philatelic Congress of Great Britain, which is to meet in London, will cause a great deal of interest among many well-known people, for stamp collecting is by no means confined to schoolboys, and quite a large number of celebrated people are noted for their fine collection. Foremost among philatelists is King George of England, whose collection is worth many thousands of pounds. Some years ago his royal highness gave the huge sum of £1,450 for a single stamp. The prince's interest in philately is so keen that he has turned his attention to stamp designing, and he was once asked by the Canadian Postmaster General to give his advice in the preparation of a new die for the Canadian stamp. This his royal highness did, and the resulting design was most artistic. Little Prince Edward shares his royal father's taste for stamps, and his collection is one that is the envy of all his schoolfellows, and, indeed, is better than many possessed by experienced adult collectors. Another noted stamp collector is the Czar of Russia, whose collection is almost as valuable as that of King George. Few people are aware how the craze has spread during the last few years. There are many well-known society women who go in for the hobby, the Duchess of Bedford being one of the most ardent of lady philatelists in this country. Stamp collecting, however, is naturally more popular among men, and one of the keenest philatelists is the Earl of Crawford, who is said to have spent nearly a hundred thousand pounds in postage stamps.

THE ANTI-OPIUM MOVEMENT.

A certain member of the Board of Civil Administration has placed a memorial before H.I.H. Prince Su, the President of the Board of Civil Administration, suggesting that the sale of anti opium pills in the market should be prohibited in order to prevent the danger of using morphia or opium. The Memorial also suggests that anti-opium pills should be prepared by the Government doctors, and sold only by an Anti-opium Bureau which should be established by the Board. It is reported that these suggestions will soon be accepted by the Board.—*Shanghai Times.*

CANTON DAY BY DAY.

TANG SHAO-YI RECALLED TO OFFICE.

[*From Our Own Correspondent.*]

Canton, 18th August.

A telegram states that H. E. Tang Shao-yi has been recalled by the Imperial Government to the Government service and that he has been appointed acting President of the Ministry of Posts and Communications in succession to H.E. Hsu Sai Chang. Pending the arrival of H.E. Tang Shao-yi at Peking, Shum Wan Fui will be in temporary charge of office of that Ministry.

PROVINCIAL JUDGE.

The newly appointed Canton Provincial Judge, Yu Chung Wing, who arrived here some little time ago, proposes to take over the seal of office on the 24th instant.

LIKIN COLLECTIONS.

It is learnt from the Likin Department that the total collection of likin dues for the last six months of the last Chinese year, including the income from other sources during the same period, amounted to 2,324,500 taels.

FATAL ACCIDENT.

Yesterday morning a man, about sixty years old, was knocked down by a horse in Intong outside the Eastern gate. The unfortunate man was fatally injured in his body and succumbed to his injuries shortly afterwards.

ARMED ROBBERIES.

Recently, within a week's time, two cases of armed robbery occurred in Honam and one man was kidnapped by robbers. On being informed of these cases of robbery H.E. Yuan Shu Hsun was greatly annoyed that they should have taken place within so short a period and in a suburb of Canton. H.E. Yuan has severely reprimanded the Police officials on this occasion and ordered them that they must not fail to hunt down the culprits and to recover the kidnapped man in a specified period of time.

VICTORIA RECREATION CLUB.

SECOND NIGHT FETE.

The V.R.C. will hold their second night swimming fete to-morrow, Saturday. Numerous entries have been received for the different events. The programme includes a Two Lengths Handicap, Four Lengths Handicap, Diving for Objects, Swimming in Pairs, Find Your Partner, Egg and Spoon Race, Team Race and Water Polo.

The Egg and Spoon Race is something new and should be interesting. There are three teams in the Team Race and will be captained, respectively, by R. C. Witchell, H. W. Petersen, and F. da Rosa. A good race is expected. The Water Polo teams are evenly matched and should prove the event of the evening.

The band of the "Buffs" will be in attendance and will provide good music. Ladies' tickets 50 cents each may be obtained from the Steward of the Club, or at the gate. Non-members will be charged $1 for admission.

BUCKINGHAM PALACE.

The *Observer* publishes an interesting statement by Mr. William Woodward, an expert on the architecture of royal palaces, in which he condemns the unworthiness of Buckingham Palace as a building and urges that the only remedy is to erect a new palace on the site.

The present palace was begun in 1825 on the site of Buckingham House, bought by George III. from the Duke of Buckingham. Nash, George IV's architect, spent about a million on it but it remained empty till Queen Victoria used it in 1837. The eastern façade was added in 1845, and with later additions it now forms a large quadrangle.

Mr. Woodward says: "The unworthiness of the palace to match the dignity of the Crown of the British Empire is not confined either to the plainness of the exterior design or the cubic space of the interior. With the exception of the ball-room and other additions made by Sir James Pennethorne, the interior of the palace, instead of being impressive, is really insignificant. Nothing in the way of alterations would surmount the innumerable defects.

"To begin with, the palace is constructed of Bath stone, the average life of which in London is from fifteen to twenty years. It would have crumbled long since but for the assiduous attentions of the painter. Just fancy a palace which must be kept well supplied with paint lest it fall to pieces!

"It cannot be pretended that Buckingham Palace represents the last word in sanitation or that the building is constructed on fire-proof principles, and until this is altered the nation cannot be said to have discharged its duty to the King and the Royal Family.

"The only solution, to my mind, is to erect a new residence. The mews at the back of Buckingham Palace occupy three and a half acres, and many of the stables could well be dispensed with, having regard to the fact that the motorcar has now largely replaced the horse-drawn vehicle. The removal of the mews would give scope for the construction of a really fine royal palace—a place such as the Empire might feel proud of.

"Moreover, a commodious royal residence would lend itself to a proper display of the innumerable art treasures which his Majesty possesses. I hope the present opportunity of raising the question and thus suitably inaugurating the reign of King George will not be lost sight of."

RAILWAY COLLISION IN FRANCE.

A TERRIBLE DEATH ROLL.

London, Aug. 15.

Thirty-two persons have been killed and fifty-five were injured by a collision between an excursion and a goods train at Saujon in the Department of the Charente Inférieure, in the South of France.

The first two coaches of the excursion train, which were full of a party from a girls' school, were splintered and the occupants mangled.—*N. C. D. News.*

CAPITAL IN RUBBER.

"THE FUTURE IS ROSY."

At the rubber auction in London, yesterday, the lowest prices of the present year were recorded. It may be a mere temporary set back due to the failure of the expected American demand, but it is sufficient to warn us that the fancy prices of a few months ago are not things upon which any dependence can be placed in making estimates as to the future earning power of rubber properties. At the same time, we think that, in the face of such a warning, there is room for another warning also. The sharp fall may tend to produce undue pessimism and it is necessary to counteract this by taking a broadly comprehensive view of the rubber position. *The Economist* of July 16 has an article in which it deals which the rubber industry. A good deal of that article is what we should consider elementary out here, but the fact that such a journal as *The Economist* considers it necessary to deal with

THE ALPHABET OF THE SUBJECT

may be taken as an indication of the extent to which ignorance prevails in regard to the industry which has been financed so freely during the past twelve months. The writer of the article admits that it is almost impossible to be accurate figures, but he estimates that £32,000,000 of capital is invested in the industry. That, we think, is not by any means an exaggeration. We should say, indeed, that if it is not considerably below the mark the future of the rubber industry is rosy in the extreme, and that it can smile broadly at suggestions of a black future. We speak of the industry as a whole, not of companies in particular. There are 2,240 lbs. in a ton, and at the

PRESENT RATE OF CONSUMPTION

the world needs at least 70,000 tons or 156,800,000 lbs. of rubber per annum. A small calculation shows that at a profit of 5/- per lb. this 70,000 tons yields a total profit of £39,550,000, or £7,550,000 in excess of the total capital which *The Economist* supposes has been put into the business. We are not pledging ourselves to the figures: they are merely a natural consequence of what *The Economist* has said. If the estimate is correct, however, there is no reason whatever why the rubber industry should not pay 20 to 30 per cent. all round on the face value of its capital, even at a profit of 1/- per lb., and we doubt whether there is any other large industry in the world in the same position. *The Economist* deals with face value only, and we shall not attempt to make an estimate of market value, though it cannot be less, we fancy, than £60,000,000. Even on that enhanced figure the prospects of

FAIRLY SUBSTANTIAL DIVIDENDS

are good enough to ensure a buoyant market for shares for some time to come. Most of us who are studying the question, however, are convinced that a good quarter of the capital nominally devoted to the rubber industry has found its way into the pockets of the thieves and swindlers who have been attracted by the boom. That means, no doubt, that a great many people who have bought recklessly will never see their money back, but it means also that the huge profit which the industry cannot fail to earn will fall into fewer hands and be of greater amount than the broad averaging suggests.

The simple fact is that the rubber industry is in an

AMAZINGLY STRONG POSITION,

and that the high price of all standard shares is amply justified. As Mr. Lampard said recently, it is not once in a hundred year, and more probably only once in a thousand years, that such a peculiar combination of circumstances arises as that which has made the boom. We heard yesterday of some heavy failures among local Chinese merchants, who have been speculating too wildly, and it is quite probable that other incidents of the same kind may have to be recorded. But these things do not touch the central fact that people who planted rubber eight or ten years ago have got their money back ten times over, and may still be holding an investment which is of undiminished value. We do not suppose for a moment that prices will remain at their present high level beyond the date at which boom-era estates come into bearing, but, on the other hand, there is every reason to believe that on the

OLD, WELL MANAGED ESTATES

where trees are properly cared for, and where hundreds of additional acres have been planted, the increase of output will go a very long way towards compensating for reduction of price. We believe, also, that there is a bright future for the purely development schemes which have been started on a fair basis, because they can do well at a very low margin of profit. We cannot advise speculative buying of shares, because it seems much more probable now that the prices will rise and fall on small margins than that there will be any repetition of amazing experiences of the past year. The boom differed from many others in this essential respect, that it was a recognition by the monied classes of the intrinsic value of shares which had stood greatly below value for a considerable time. It was not, as far as the rise in prices of standard companies shares are concerned, a blindly speculative movement. That phase was confined to

THE "PENNY DREAD"

and to the promotion of companies such as we are beginning to hear about through the law courts. *There are a few of the old concerns* over-valued, no doubt, but on the whole their shares are at a sound figure, and may even harden as time goes on and confidence becomes more positive. Still, the holder of rubber shares in any company should not be satisfied with anything less than ten per cent. interest on the amount paid for them. There is no form of tropical agriculture so free from risks that a lower rate of profit can be regarded as satisfactory, and there is no excuse for capitalising new companies on a basis which makes it almost impossible that they can face a great fall in prices. There are symptoms in the trade position of the United States—the greatest of the rubber consumers—which seem to indicate the approach of a severe crisis, and the keynote of policy should be caution. If we deal with the rubber industry fairly, it will enrich the Middle East enormously, and it is to the permanent profits that we would direct our attention rather than to the gambling element which may be decisive and misleading.—*Straits Times.*

THE FLOODS IN JAPAN.

The news to hand to-day, says *The Kobe Herald* of August 11, leaves no room for further doubt as to the exceptional severity of the typhoon the proximity of which was reported by the Kobe Meteorological Observatory on Monday evening (after we went to press), and which has devastated a large section of the country between Nagoya and Tokio. The permanent way of the Tokkaido Railroad has been seriously damaged in several places—more seriously damaged than it has been by any storm for many years—and it is feared that some days must elapse before the regular through service can be restored. So far as reports at present available indicate the town of Hamamatsu appears to have felt the brunt of the storm, local advices stating that no such inundation has been known there for ninety years. The rainfall in that district is the heaviest that has been recorded for twenty-eight years. Happily there has not been much loss of life, but the damage to crops will, it is to be feared, represent a heavy blow to the provinces of Mikawa, Tojomi, Suruga, etc. Of course it is quite possible that graver news awaits us, as it was impossible to communicate with many localities and outlying villages and hamlets when the dispatches published this evening were sent away. For the particulars given below we are indebted in the main to the columns of the *Osaka Mainichi* and *Osaka Asahi*:

The most serious damage wrought by the typhoon which passed over the Tokkaido on Monday night seems to have occurred between Fukuroi and Kakegawa. The basement of the bridge over the Nishiyamazawa—a small river—gave way, and the bridge, fifteen feet in length, collapsed. Repairs were taken in hand at once and iron girders, thirty feet in length, were sent forward from Nagoya station yesterday at 2 p.m. The train carrying these girders had to run through water. About 60 feet of the western bank of the Ogawa, one of the largest rivers in the Tokkaido, gave way and submerged the railway track, but the iron bridge over Ogawa is intact. The river Yahase rose about two inches every five minutes, there being eight feet more than usual at noon on the 10th. In view of the danger, special officials have been dispatched from the Nagoya Central Administration Bureau. Most of the uptrain passengers are turning back to Kobe from Hamamatsu or Nagoya, preferring to travel north by sea.

DAMAGE IN THE NAGOYA NEIGHBOURHOOD.

It is reported from Nagoya that all the chief officials of the Nagoya office of the Central Railway Administration Bureau have been sent out to various threatened places. Investigations made by the Nagoya Railway officials show the following damages:—Between Matsuda and Kuyama and between Numadzu and Hara the railway is under water; the western entrance of Ishibe tunnel, between Mochizume and Yaitsu, has collapsed, and only a construction train is running; there is four feet of water on the track between Fujiyeda and Yaitsu, the bridge over the Tochiyamagawa between Fujiyeda and Shimada is broken, and three culverts have been destroyed; over 800 ken of a bi'side to the West of the Ogawa river between Shimada and Kanaya have been carried away, displacing about 10,000 tsubo of earth; and some more damage has been caused in the neighbourhood of Tomeda signal station in the precincts of Kanayabori. For the present the down track only is being used. The basement of the bridge over the Nishiyamazawa river has been greatly damaged and about a square mile of land in the neighbourhood has been inundated, the down track being most seriously damaged. Between Washidzu and Futakawa the down track has been carried away for about two miles and twenty-two chains; at present only the up track is being used.

SINGLE TRACK AVAILABLE TO FUKUROI.

Advices from Hamamatsu state that the Tokkaido railway has been opened after great difficulty as far as Fukuroi, the necessary repairs having been effected by noon on the 10th. Only a single track is available however. No estimate can be made yet when regular traffic can be resumed. Most of the passengers alight at Hamamatsu, where great confusion still prevails. All the hotels are crammed, every room having from three to five guests. Even under this arrangement the hotels cannot accommodate all the passengers, and hundreds have to be refused. Many passengers spent the night of the 9th (Tuesday) on the platform of the station or in the waiting-rooms; while some were glad to find cover in the goods waggons. As it is impossible to say at present when the through service will be restored, some of the passengers have turned back and taken steamer. Everything in Hamamatsu station is in such a state of confusion that one would imagine, says one correspondent, that a battle was in progress in the immediate vicinity.

A Nagoya dispatch states that materials are being constantly sent forward from Nagoya and other places to the damaged sections of the railway. At 1 a.m. on the 10th, 500 coolies were dispatched from Nagoya. Repairs are being pushed forward as rapidly as circumstances will admit. Although in some places, the water is decreasing, in many other places the water is still rising and there is much danger in moving about. Five or six days must elapse before regular traffic can be restored and the probability is that the repairs will take ten days.

Notice has been issued by Nagoya Station that from this date and until further notice ten of the passenger trains between Nagoya and Hamamatsu and between Toyohashi and Hamamatsu will be discontinued, as well as goods trains between Nagoya and Hamamatsu and between Maibara and Nagoya, up and down services being referred to in each case. Passenger trains will be run between Hamamatsu and Toyohashi as opportunity offers. A notice has been posted at Nagoya station to the effect that as all the hotels at Hamamatsu and Toyohashi are full, passengers who are not in a great hurry would do well to alight at Nagoya; those who are anxious to reach Yokohama and Tokio quickly are advised to turn back to Kobe and proceed by sea.

An enormous quantity of mail bags has accumulated at Hamamatsu station. As no definite idea can be formed as to the date of the resumption of traffic, all the mails and newspapers from this side are to be sent back to Atsuta, and dispatched thence to Tokio by steamer. The mails and newspapers from Tokio and northern districts, are to be sent back to Yejiri port (near Shidzuoka) and thence sent by sea to Nagoya and points westward. But owing to the great confusion prevailing this plan had not been carried out when the dispatch was sent away last evening.

LINE OBSTRUCTED NEAR YAMAKITA.

At 2 a.m. on the 10th, the up track between Taniga and Yamakita was washed out owing to the very heavy rain-fall having swollen the streams and rivers in the neighbourhood. At 5.05 a.m. yesterday there was a land slide at Koyama station, near Yamakita, blocking the track. Traffic between Yamagita and Koyama was entirely suspended in consequence.

One of the Railway officials is reported to have said that the present inundations and damages are more severe than anything which has occurred along the Tokkaido line in former years. The railway has frequently been damaged by floods before, but, at the worst, it has always been possible to open one of the tracks in one or two days. At the time of the big inundation in 1896, the tracks in the neighbourhood of Hikone and Osaka were submerged in many places, but the interruption only lasted three or four days. The present damage is much more extensive and two days have already passed, and there is still no prospect of the service being restored for at least four or five more days. Even now some rivers are still rising, so that it cannot be said with confidence what the extent of the damage will be. It is no exaggeration to say that no such damage has been reported since railways were opened in Japan.

INUNDATION AT HAMAMATSU.

At Hamamatsu, the rain set in on the 4th, continuing steadily until the 8th. From 10 p.m. on the 8th it grew in intensity until the storm broke in all its fury. The Shinkawa, which runs through the town, overflowed its banks, and in Hamamatsu town about 2,000 houses were flooded. In 500 of these the water rose above the floor. Most of the streets ran more than knee-deep with water. The records of the Hamamatsu Meteorological Observatory show that from 10 p.m. on the 8th to 10 a.m. on the 9th, that is, in twelve hours, 243.6 millimetres of rain fell. This is the largest rainfall recorded since the Observatory was established in 1882. The rain had not ceased on the afternoon of the 9th. On the contrary, signs were not wanting of a further downpour, and the people were very uneasy in consequence. A later dispatch from Hamamatsu states that the town has not been visited by such a serious flood for fully ninety years. On the afternoon of the 9th, the quantity of rain measured 314 millimetres. In addition to this very heavy rain, the water from the hills of Wago Wachi, Tomiyaka, etc., flows into the rivers in the vicinity of Hamamatsu. Moreover, on the upper courses of the Magome river, the bank gave way over a stretch of about fifty yards. Through this break, the water rushed into the town of Hamamatsu flooding Ta-machi, Shim-machi, Itaya-machi, Magome-cho, Gojo-machi, Ike-machi, Motome-machi, Soma-cho, Takiwa-cho and Yawata-cho. The water was from 2 to 4 feet above the floor of the houses. The people took refuge in the upstairs rooms, but many of the women and the old and young people suffered great distress. The Hamamatsu police worked hard to succour the people, and the District Office requisitioned a number of boats and conveyed many people to the Hamamatsu Elementary School which was set aside as a place of refuge. Throughout the night of the 9th, drinking water and food had to be supplied to these people. On the 10th, the rain continued and the weather became more threatening, with heavy downpours at times. The river Tenrin then became dangerous also, the water rising almost to the level of the embankments. The people in receipt of relief on the night of 9th numbered about 2,000. In the suburbs of Hamamatsu, there are probably many places where great loss has been sustained, but as all means of communication have been cut off, no particulars can be ascertained. According to investigations made up to noon yesterday, a bluff collapsed at Ofuma-mura, in Hamana District, and buried a house with four people. They were dug out by the local fire brigade, but one person was crushed to death. Three were unconscious when rescued, but they will probably recover. All the agricultural products, such as tobacco, ginger, several kinds of potato, are expected to prove an entire loss. The damage to the rice fields is serious.

DAMAGE IN TOKIO.

In Tokio, owing to the heavy rain on Tuesday, 1,730 houses in Shitaya Ward were partially inundated. An embankment on the railroad between Ushigome and Shinmitsuke on the Kofu line threatened to give way, but a strong force of coolies was requisitioned to prevent a break and in this they seem to have been successful. In Hongo Ward, water rose to the height of the ground floor in about 1,500 houses. The Rokugo river rose alarmingly, and there was only about a foot of space left between the bridge and the surface of the river. The Tramway service between Tokio and Yokohama was suspended from 10 a.m. on the 10th.

CHINA'S NAVY.

ORDERS FOR JAPAN.

Peking, Aug. 15.

The Mitsu Bishi Kaisha has received a contract from China for a gunboat of 780 tons and a speed of thirteen knots and a half. The Japanese expect further orders.

The Germans are negotiating for orders for four small gunboats and the Americans for one cruiser.—*N. C. D. News.*

COMMERCIAL.

August 17th, 1 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagars	5/9
Anglo-Javas	Tls. 15
Anglo-Malays	24/9
Balgownies	16
Batu Tigas	02/6
Bertams	7/9
Bukit Kajangs (pp.)	63/-
Bukit Rajahs	—
Carey Uniteds	21/6 prem.
Castlefields	120/-
Changkat Serdangs	$13
Choras (part paid)	$18
Do. (fully paid)	$21
Damansaras	16/-
Eastern Internationals	20/ prem.
Fed. Selangors	—
Glenealys	$2 20
Glenshiels	—
Golcondas	12'/-
Golden Hopes	—
Highlands and Lowlands	113/-
Indragiris	$17
Inch Kennethe	—
Jaquies	—
Jugglandors	—
Kamunnings	6/6 prem.
Kuala Lumpors	180/-
Lanadrons (fully paid)	—
Lanadrons (ppd.)	—
Labus	—
Ledburys	92/6
Linggis	53/9
London Asiatics	13/-
London Ventures	6,6
Merlimaus	7/6
Pajams	$15
Pegohs	$32
Rubber Trusts	28/6 prem.
Saggas	270/-
Sandycrofts	$32
Sapongs	—
Seafields	—
Sekongs	3'/- prem.
Shelfords	74,6
Singapore & Johores	$16
Sumatra Paras	15/-
Sungei Chohs	105/-
Sungei Kapars	15,6
Tandjongs	—
Tangkahr	39/-
Toerangie	2/- prem.
Ulu Rantu	—
United Serdangs	1:0
United Singapores	$1.75
United Sumatras	10/9
United Langkats	80/-

Para Rubber 5/7 per lb.

JULY RUBBER RETURNS.

CASTLEFIELD:—July 3,800 lbs.

INCH KENNETH:—11,140 lb; against 6,.92

GLENSHIEL:—4,899 lbs; against 360.

RUBBER SHARE MARKET.

Hongkong, 19th August.

When Para rose from 8/3 to 9/3 and closed at 9/- at the last rubber sales there was considerable excitement manifested in London and shares rose strongly in sympathy, the demand putting up prices of the sterling shares in the local market also as last reported. Since then the excitement has subsided, and prices on the whole are lower. Para continued to advance, and was wired at 9/7 from London on Wednesday, at which figure it closes to-day. Business in sterling quoted shares during the week under review has been of small compass only, and the market closes weak.

After the mild panic in Singapore last week, when first-class scrips were being offered at absurdly low figures, the inevitable reaction has since taken place, and apparently our Southern neighbours have gained heart again with the advance in price of Plantation Rubber. The more notable advances in Singapore stocks during the week have been:—

Pegohs	from	$12	to	$28
Balgowries	"	13	"	15
Singapore & Johores	"	13	"	14
Indragiris	"	15	"	17
Changkat Serdangs	"	10½	"	11

Latest advices from Singapore to-day report a rather quieter market with an inclination to sell.

Anglo Malays after rising to 26/3 have weakened and now can be secured at the reduced rate of 24/9.

Allagers have changed hands to a fair extent at 5/6 and at the close more can probably be had.

Eastern Internationals were sold during the early part of the week at 25/- prem, but have since reacted and, after sales at 23/6 prem, are steady at 20/- prem.

Linggis have weakened from 56/5 to 53/6 at which latter rate they are quiet.

London Ventures remain quiet at quotation with no business to report.

Merlimaus have again been placed at various rates from 7/- to 7/3, closing easier.

Ledburys have improved to 9'/6 at which price they are obtainable.

London Asiatics have been sold at 14/- 13/6 and 13/3 closing easier at 12/3.

Tangkahs can probably be had at 37/6.

United Serdangs after rising to 125/- are on offer at 122/-.

United Sumatras are weaker and can be placed at 10/-.

Tandjongs have buyers from London at 48/- prem.

Bertams are nominally quoted at 8/- with no business to report.

Hal, owners have probable buyers at 5/5, with sellers from Singapore at $16.

Changkat Serdangs have improved to $11 at which price they may be placed.

Ayer Panas after sales at 87 are slightly higher and have probable buyers at $14.

P. Jams are wanted at $.41 with probable sellers at $.51.

Glenealys are wanted at $2 from Singapore, but there are no sellers under $2½.

Indragiris show an improvement on last week's quotation to $17, at which price they have probable buyers.

Pegohs have had a smart rise from $12 to $30, with buyers at $28.

Sandycrofts have changed hands in small lots at $31, and more can probably be placed.

Singapore and Johores can be sold at the slightly improved rate of $14.

United Singapores are unchanged and without business to report at quotation.

Ayer Kunings have buyers at $1.

Tantals can still be placed at $1½.

Elphinstones are slightly lower with buyers at $1½.

Alor Gajahs have inquiries from Singapore at the improved rate of $2½.

New Serendahs are in favour at $1½.

Exchange. The Banks closing T/T quotations are as follows:—

On London 1/9 7/16
" Shanghai ... 74½
" Singapore ... 76½

ELLIS & ELLIS.

SINGAPORE QUOTATIONS.

Messrs. Ellis and Ellis advise us of the receipt of the following telegraphic quotations from Singapore to-day:—

Alor Gajahs	$2.50
Ayer Kunings	1
Ayer Panas	8½
Balgownies	15
Changkat Serdangs	11
Elphinstones	2½
Glenealys	2
Indragiris	17
New Serendahs	2.25
Pajams	14½
Pantais	1½
Pegohs	28
Sandycrofts	31
Singapore and Johores	14
United Singapore	1½

YARN MARKET.

Hongkong, 19th August.

Our last report was dated the 5th inst., per s.s. *Anhsi*, since when the same quiet tone prevailed for the first few days of the fortnight in our Yarn market. But subsequently reported improvement in the prices of American Cotton soon reflected the Bombay market, where the prices are said to be likewise advanced. Knowing these facts and coupled with the present cheap rates ruling here some of the big buyers put in an appearance in the market and at once commenced to make purchases with the result that the sales of about 3,400 bales have been recorded in the period. Demand has run principally on most favourite chops of Nos. 10s and 12s counts. Partly having satisfied with their requirements and partly by the tightness of money the Chinese dealers lately show great reluctance to operate, consequently the market at the close remains quiet but steady.

No. 6s.—A very small business done at declining rates.

No. 8s.—There has been an absence of demand from the country in spite of the cheap prices ruling.

No. 10s. & 12s.—The bulk of the sales has been done in these two counts; in some instances at lower rates.

No. 16s.—Small rates at quotations.

No. 20s.—Owing to the cheap selling in our market of Japanese yarn, this count has been very difficult to move even at cheap rates, nominal sales put through.

Total sales 3,400 bales.

Unsold stocks 28,000 Bales.

Sold but undelivered in the godowns and to arrive 47,000 bales.

Arrivals.—The mail str. *Arcadia* and extra strs. *Ichiu*, *Vorwaerts* and *Tien Mayn* from Bombay, and str. *C. Apcar* from Calcutta have brought in 8,085 bales for Hongkong, and 7,500 bales for Shanghai.

Shanghai Market.—Very dull, owing to big collapses among Chinese bankers.

Japanese Yarn.—About 1,000 bales No. 20 were sold at $1.6 to $ 55 to $1.59.

Cotton Bengal.—Owing to higher prices of cotton, no business has been done; no sales either in Bengal or in Chinese, Stock—400 bales Bengal and 80 bales Chinese. Quotations: Bengal $32 to $35; Chinese $35 to $39.

Rupees T/T 133⅛. Rupee D/D 134. Sterling D/D 1/4 Sterling 4m/s 1/9 11-16. Shanghai T/T 74½. Japan 87½. Bar Silver 24½.

POLISHWALLA & KOTWALL,
Cotton & Yarn Brokers.

Events Coming.

Saturday, 20th August.

Hongkong Bank meeting, City Hall, at noon.

Aquatic Fete, V.R.C., 9 p.m.

Monday, 22nd August.

Sale of Condemned and Obsolete Stores, Police Compound, 11 a.m.

Hongkong & Whampoa Dock Co. meeting, at noon.

Geo. P. Lammert, auction sale of furniture, at 3 Knutsford Terrace (Kowloon), 2.30 p.m.

Tuesday, 23rd August.

Geo. P. Lammert, auction sale of furniture, at "Glenthorne" Kimberley Road (Kowloon), 2.30 p.m.

Wednesday, 24th August.

Meeting of Licensing Board, 2.30 p.m.

Band Concert, at the Botanical Gardens, by the Band of the Buffs, 9 p.m.

Wednesday, 31st August.

United Asbestos Co.'s meeting, 3 p.m.

Thursday, 1st September.

Legislative Council meeting, 2.30 p.m.

Saturday, 3rd September.

Boxing at City Hall, 9 p.m.

Hongkong Cricket Club Open Air Concert, at Club grounds.

To-day's Advertisements.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instructions to sell by
PUBLIC AUCTION,
on
FRIDAY,
the 26th day of August, 1910, at 12 Noon, at his Sale Room in Duddell Street, Victoria, Hongkong,
In Three Lots,
THE FOLLOWING
VALUABLE LEASEHOLD PROPERTIES
situate at Victoria aforesaid, viz.:

Lot 1. ALL THAT PIECE or PARCEL of GROUND known and registered in the Land Office as Section E of Marine Lot No. 116 together with the messuage erections and buildings thereon known as No. 5 Stone Nullah Lane. Area 920 square feet. Term 999 years. Annual Crown Rent $15.36.

Lot 2. ALL THAT PIECE or PARCEL of GROUND known and registered in the Land Office as Section F of Marine Lot No. 116 together with the messuage erections and buildings thereon known as No. 3 Stone Nullah Lane. Area 894 square feet. Term 999 years. Annual Crown Rent $14.93.

Lot 3. ALL THAT PIECE or PARCEL of GROUND known and registered in the Land Office as Section G of Marine Lot No. 116 together with the messuage erections and buildings thereon known as No. 1 Stone Nullah Lane. Area 943 square feet. Term 999 years. Annual Crown Rent $15.75.

For further particulars and conditions of sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
Prince's Buildings, Ice House Street,
Solicitors for the Vendor,
or to
Mr. GEO. P. LAMMERT,
The Auctioneer.

Hongkong, 19th August, 1910. [547

VICTORIA RECREATION CLUB.

AQUATIC FETE,
SATURDAY, August 20th, at 9 P.M.

LADIES' Tickets 50 cents each obtainable from the Steward of the Club, or at the gate. Non-members (Gentlemen) $1.

Band in Attendance.

Hongkong, 17th August, 1910. [545

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"KUMSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M., the 20th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, 15th August, 1910. [8

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR KUDAT AND SANDAKAN.
Taking Cargo at Through Rates to Tawao, Lahad Datu, Labuan, Jolo and Menado.

THE Steamship
"BORNEO,"
Captain F. Sembill, (ready to load on Monday a.m.) will leave on TUESDAY, the 23rd inst., at 9 A.M.

For Freight or Passage, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 19th August, 1910. [7

Intimations.

Try our delicious
CORNED PORK,
CORNED BEEF
and
PRESSED BEEF.
THE
DAIRY FARM CO.,
LIMITED.

The "ASAHI" Brewery is situated near the "SUITA SPRINGS."

These Celebrated waters are used in the manufacture of our beers.

[Purity guaranteed.

[Note Price List:—

"ASAHI" & "SAPPORO"
Beer,
per case 4 doz. qts.
$12.00
[per case 6 doz. pts.
$12.50
(To be obtained at all Retailers.)

[14

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms. [485

SAVE YOUR HEALTH
in drinking the cheapest and most agreeable Table Mineral Water
"COUZAN GATIER"
approved by the French Faculty of Medicine.

Large Bottles $0.30
Dozen 3.25
Case 50 Bottles, ... 11.50
" 60 " 13.20

SOLE AGENTS:
"FRENCH STORE."
Hongkong, 18th July, 1910. [47

HUNG ON & CO.,
SHOW ROOM AND STORE
at the Premises formerly occupied by
A CHEE & Co.,
174, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND FURNITURE
IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver Plated, Glass and Iron Wares of all descriptions, always on hand, for sale or on hire at moderate rates.

Hongkong, 1st June, 1910. [483

TANSAN
has received the highest award—
A GOLD MEDAL
from a committee of critical judges at the Anglo-Japanese Exhibition which testifies to its excellence and purity.

Beware of Bogus imitations. No Tansan is genuine unless the label bears the name of
J. CLIFFORD-WILKINSON.

Tansan raises the spirits and excites sanguine anticipation, even as a flagon of wine exhilarated the monks of old.

"For the good friar of orders grey
Would have waved the flagon of wine away,
And consoled himself as any man can
With bubbling sparkling cool Tansan."

SOLE AGENTS:
H. PRICE & COMPANY, LTD.
12, Queen's Road Central,
Hongkong.

Telephone No. 155.
Hongkong, 16th August, 1910.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of

13 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 23RD.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"MONTEAGLE" TUESDAY, NOV. 8TH.	
"EMPRESS OF CHINA" SATURDAY, NOV. 5TH.	From St. John. "EMPRESS OF IRELAND" FRIDAY, DEC. 2ND.

"Empress" Steamers will depart from Hongkong at 6 p.m.
"Monteagle" " " " 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application from agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port ..... £43.
Via New York ..... £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

18]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
TIENTSIN	*CHEONGSHING*	TUESDAY, 23rd Aug., Daylight.
S'GAPORE, PENANG & CALCUTTA.	*KUTSANG* *	TUESDAY, 23rd Aug., Noon.
SHANGHAI	*HANGSANG*	TUESDAY, 23rd Aug., Noon.
MANILA	*YUENSANG* *	FRIDAY, 26th Aug., 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kutsang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 215.
Hongkong, 19th August, 1910. [8

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.	
SHANGHAI	"LINAN"	21st	Aug., Daylight.
SWATOW & NINGPO	"SZECHUEN"	21st	" Daylight,
SAMARANG & SOURABAYA	"SHANTUNG"	22nd	" 4 P.M.
AMOY, CHEFOO & NEWCHWANG	"PAOTING"	22nd	" 4 P.M.
MANILA	"TAMING"	23rd	" 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA..	"TAIYUAN"	31st	" 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chowan*, *Linan*, *Chinkiang*) —with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—$45 single, $80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.
Hongkong, 19th August, 1910. [9

HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	3540	A. Fraser	MANILA	SATURDAY, 20th Aug., at Noon.
RUBI	3147	A. Rodger	" "	SATURDAY, 27th Aug., at Noon.

For Freight or Passage, apply to.

SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hongkong, 17th August, 1910. [14

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" ..... Capt. H. Yamamoto ...	6,178	WED'DAY, 7th Sept., at Noon.
VICTORIA, B.C. & TACOMA v. MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" ... . Capt. T. Ogata	6,059	WED'DAY, 21st Sept., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE,

For	Steamers	Leaves
TAMSUI via SWATOW and AMOY	"DAIJIN MARU"..... Y. Kaburaki	SUNDAY, 21st Aug., at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOCHOW	"BUJUN MARU"..... Captain Y. Fusano	THURSDAY, 25th Aug., at Noon.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOCHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nisshin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class.	2nd Class.	3rd Class.
$73 00	$55.00	$27 00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 17th August, 1910. [6

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Destinations.	Steamers.	Sailing Dates. 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	HITACHI MARU, Capt. N. Mathieson. Tons 7000	WED'DAY, 31st Aug., at Daylight.
	MIYASAKI MARU, Capt. T. Murai, Tons 9000	WEDNESDAY, 14th Sept., at Daylight.
	‡ KAWAGAWA MARU, Capt. C. H. Butler, Tons 7000	THURSDAY, 8th Sept., at 5 P.M.
VICTORIA, B.C., & SEATTLE	§ SADO MARU, Capt. Hiorridshi, Tons 7000	SATURDAY, 10th Sept. From KOBE.
VICTORIA, B.C., & SEATTLE v. KEELUNG, SHANGHAI, MOJI, KOBE YOKKAICHI, SHIMIZU & YOKOHAMA...	§ AWA MARU, Capt S. Ishikawa, 7000 Tons	TUESDAY, 13th Sept., at 4 P.M.
	INABA MARU, Capt. K. Kawara, Tons 7000	TUESDAY, 11th Oct., at Noon.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMAMO MARU, Capt. M. Winckler, Tons 6900	FRIDAY, 2nd Sept., at Noon.
	YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 30th Sept., Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO.....	‡ BINGO MARU, Capt. S. G. Parsons, Tons 7000	TUESDAY, 23rd August.
SHANGHAI, MOJI & KOBE	‡ HAKATA MARU, Capt. A. Mecker, Tons 7000	WEDNESDAY, 31st August.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5000	WEDNESDAY, 31st Aug., at Noon.
KOBE and YOKOHAMA.....	IYO MARU, Capt. R. Takeda, Tons 7000	THURSDAY, 1st Sept., at 5 P.M.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st Class.....	$120	$110	$100	$90
2nd "	$ 80	$ 70	$ 60	$50

With option of rail between calling ports in Japan.

§ Fitted with new system of wireless telegraphy. ‡ Cargo only. * Carries deck passengers
Calling at Saigon. Omitting Keelung & Shimizu.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUBUMOTO,
Manager. [1

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM
FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA,"

Captain Powell, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., TO-MORROW, the 20th August, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Marmora*, 10,509 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Ocana*, due in London on 2nd October, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 19th August, 1910. [4

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched as above TO-MORROW, the 20th August, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 19th August, 1910. [545

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, HULL AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE,"

Captain Daniel, will be despatched as above or on about 20th August.

This steamer has excellent accommodation for first class passengers at cheap rates, is fitted with Electric Fans in State Rooms, and carries a Doctor and Stewardess.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LD.,
Agents.

Hongkong, 5th August, 1910. [535

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG
FOR
VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	On or about
Redhill	3,883	H. E. Dowell	1910 23rd Aug.
Saxonia	6,132	F. S. Cowley	27th Sept.
Kumaria.....	6,217	G. B. McGill	20th Oct.
Agnewia.....	4,363	J. Boyd	10th Nov.

Calling at Amoy and Keelung if sufficient inducement offers.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 9th August, 1910. [11

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL
(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK ONLY:
S.S. "BRAEMAR" ..... On 25th inst.

FOR BOSTON, NEW YORK:
S.S. "LENNOX" ..... On or about 3rd Sept.

For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 16th August, 1910. [11

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENDORAN,"
FROM LEITH, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 16th August, 1910. [542

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ARCADIA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex s.s. Egypt & Moolian.*
From Calcutta, *ex s.s. Ceylon.*
From Persian Gulf, *ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.*

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 17th August, 1910. [4

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"KITANO MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, to-day.

Goods not cleared by the 21th August, will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 17th August, 1910. [5

Intimation.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTELESS) FORM.

SELF CURE NO FICTION!
MARVEL UPON MARVELS!
TO SUFFERER
NEED NOW DESPAIR.

but a short course of a few pills will be found sufficient in the most difficult of cases, any one may safely, speedily and economically cure himself without the knowledge of a second party. By the introduction of

THE NEW FRENCH REMEDY,

THERAPION

A complete revolution has been wrought in the department of medical science, whilst thousands have been restored to health and happiness, who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—The Sovereign Remedy for discharges, suppressing latent mischief, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2—The Sovereign Remedy for primary and secondary skin eruptions, ulcerations, pains and swelling of the joints, and all those complaints which mercury and sarsaparilla are popularly but erroneously supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3—The Sovereign Remedy for debility, nervousness, impotency, virility, sleeplessness, disease, and incapacity for business or pleasure, from any cause whatever, mental emotion, passion or the increased head, and all disorders resulting from dissipation, early excesses, &c., which finally or persistently ignored, become impotent to cure or even relieve.

THERAPION

Each of the above numbers is sold in separate packets, price $5 each, and may be had of all Chemists.

Sole Agents for China,

RUBBER ESTATE RETURNS.

	June	July	Total.
Allagar	3,500	3,520	18,420
Alor Pongsu	2,000	2,130	7,850
Alma	700	850	2750
Anglo Malay	49,782	53,627	352,392
Ayer Kuning	—		835
Ayer Molek	—		5,077
Ayer Panas	500		900
Balgownie	9,175	8,757	60,714
Batak Rabit	—	1,335	1,335
Banteng	1,948	2,700	11,774
Batu Caves	13,034	17,458	73,535
Batu Tiga	7,689	8,462	45,953
Bertam	9,765		61,543
Beverlac	—		40,202
Bikam	1,166	2,054	11,032
Brich	900	1,288	2,688
Bukit Kajang	4,293	5,473	25,158
Bukit Rajah	28,812	30,840	236,735
Bukit Lintang	3,800	3,800	21,270
Bukit Timah	779	621	1,566
Bukit K. B.	300		300
Carey United	11,800	12,000	63,050
Castlefield	3,700	3,700	21,542
Changkat Serdang	3,329	3,653	19,586
Changkat Salak	950	1,100	5,491
Cicely	12,495	16,000	78,166
Consolidated Malay	24,170		135,254
Caledonia	21,000	23,401	92,848
Chumor	630		630
Chersonese	2,122	2,223	5,845
Damansara	27,911		133,772
Edinburgh	6,400		35,750
Federated (Selangor)	11 327		60,355
F.M.S. Rubber	28,670		324,447
Gedong	14,600	21,000	73,100
Glenealy	1,853	1,735	11,438
Glenshiel	3,867	4,899	20,001
Golden Hope	2,056	5,114	33,030
Golconda	11,803		70,137
Gula Kalumpong	—	10,000	10,000
Harpenden	8,700		33,630
Haylor	—	349	349
Heawood	902	1,700	2,909
High & Lowlands	37,471	39,265	288,823
Inch Kenneth	13,131	11,110	88,808
Jugra	10,024	11,758	47,954
Jebong	19,300		102,140
Kapar Para	13,387		64,173
Kamuning	7,052	7,935	109 793
Kempsey	—	3,507	19,088
Kepong	2,975	3,900	17,409
Klebang	—	256	256
Kota Tinggi	—		1,840
Kuala Klang	2,128		10,915
Kurau	2,076	2,640	4,716
Kriau Rub. Est.	2,124	3,500	17,847
Kuala Lumpur	45,200		256,610
Labu	19,134	16,616	105,984
Lanadron	37,793	36,925	218,634
Ledbury	9,544	9,844	61,851
Linggi	63,000	71,000	436,000
London Asiatic	12,520	16,015	77,093
Malacca Plant	21,500	22,500	160,000
Merlon	1,912	1,983	7,444
New Serendah	—	415	415
North Hummock	5,108		28,891
Nova Scotia	10,100	14,075	49,605
Pajam	3,000	3,250	15,300
Pataling	27,448	27,428	179,177
Pegoh	3,570	3,300	21,416
Pengkalen Durian	—	988	988
Perak Plant	10,874		58,414
Port Dickson	571		3,419
Radella	1,017		1,017
Rembia	621		4,773
Ribu Rubber	4,994	5,437	35,068
Rubana	12,500	16,500	73,220
Ratanui	1,575	1,850	7,554
Rober Growers Assn.	3,981	3,507	19,487
Sengat	7,000	7,031	40,056
Selaba	5,586	6,750	33,070
Sungei Choh	4,600		21,380
Sungei Kapar	16,800		100,600
Sandycroft	6,782	9,341	49,084
Seafield	16,085		74,506
Selangor	33,389		201,451
Serembau	34,082	38,635	215,814
Sembawang	271	535	806
Senawang	5,772	6,250	31,926
Shelford	7,901	10 500	46,601
S'pore & Johore	11,875	11,780	64,746
Singapore Para	4,900	5,400	34,050
Straits Rubber	24,700		146,186
Sungei Salak	2,022	2,858	14,189
Sungei Way	6,208		22,858
Tambalak	—	964	964
Telok Anson	535		1,155
Tall Ayer	13,100	13,500	70,300
Trafalgar	321	324	1,175
Trong	—		2,160
Ulu Pandan	410	475	885
United Singapore	1,610	1,945	8,435
United Sumatra	4,510	3,710	21,598
Vallambrosa	33,500		212,737

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which in above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.—*Singapore Free Press.*]

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/9 7/16
Do. demand 1/9⅛
Do. 4 months' sight 1/9 11/16
France—Bank T.T. 2.15⅛
America—Bank T.T. 43⅛
Germany—Bank T.T. 1.82½
India T.T. 133⅛
Do. demand 134
Shanghai—Bank T.T. 74½
Singapore—Bank T.T. per H.K. $100 64
Japan—Bank T.T. 67½
Java—Bank T.T. 107½

Buying.

4 months' sight L/C. 1/9⅝
6 months' sight L/C. 1/10
30 days' sight San F'co & New York 44⅝
4 months' sight do. 45⅛
10 days' sight Sydney & Melbourne 1/11½
4 months' sight France 2.30
6 months' sight 2.32
4 months' sight Germany 1.67
Bar Silver 24⅛
Bank of England rate 3 %
Average 21 11/16

SHIPPING AND MAILS

MAILS DUE.

Indian (*Kumsang*) 21st inst.
American (*Asia*) 23rd inst.
German (*Bremen*) 24th inst.
American (*Mongolia*) 5th prox.
American (*Tenyo Maru*) 13th prox.

The Bank Line s.s. *Redhill* sailed from Manila on 17th inst., afternoon, and is due at this port on 20th inst., daylight.

The N. Y. K. s.s. *Bingo Maru*, Bombay Line, left Moji for this port on 17th inst., and is expected here on 23rd inst.

The N. Y. K. s.s. *Yawata Maru*, Australian Line, left Thursday Island for this port *via* Manila on 18th inst., and is expected here on 29th inst.

THE WEATHER.

On the 19th at 11.50 a.—The barometer is inclined to fall over N. China. It has risen slightly over Japan and Annam.

The high pressure area covers E. Japan, and pressure is relatively low over the interior of China.

Gradients continue slight in the South and light variable winds may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S.W or variable winds, light: fair.

2.—Formosa Channel, Variable winds, light.

3.—South coast of China between Hongkong and Lamocks, Same as No. 1.

4.—South coast of China between Hongkong and Hainan, Same as No. 1.

Shipping.

ARRIVALS.

Kumsang, s.s., 2,078, W. G. G. Leask, 18th Aug.,—Calcutta, 4th Aug., Penang 5th and Singapore 13th Aug.—J., M. & Co.

Glenfalloch, Br. s.s, 1,434, J. Mason, 18th Aug., —Singapore 13th Aug., Gen.—Joo Tak Sing.

Wongkol, Ger. s.s, 1,115, Hbeken, 18th Aug., —Bangkok 6th Aug., and Kohsichang 12th Aug., Rice.—M. & S.

Hupeh, Br. s.s, 1,205, Mathias, 19th Aug.,—Tsingtau 14th Aug., Salt.—B. & S.

Stentor, Br. s.s, 4,308, A. D. Baker, 19th Aug., —Shanghai 15th Aug., Gen.—B. & S.

Signal, Ger. s.s., 907, T. Iversen, 19th Aug., —Swatow 18th Aug., Gen.—J. & Co.

Taming, Br. s.s., 1,350, G. H. Peacefather, 19th Aug.,—Manila 16th Aug., Gen.—B. & S.

Hailmun, Br. s.s., 641, A. H. Stewart, 19th Aug., —Swatow 18th Aug., Gen.—D. L. & Co.

Devanha, Br s.s., 4,785, H. Powell, 19th Aug., Shanghai 17th Aug., Mails and Gen.—P. & O. S. N. Co.

Carmarthenshire, Br. s.s, 4,747, Daniels, 19th Aug.,—Yokohama 16th Aug., Gen.—J., M. & Co.

Linan, Br. s.s., 1,350, Williams, 19th Aug.,—Canton 18th Aug., Gen.—B & S.

Szechuen, Br. s.s., 1,143, Sidford, 19th Aug.,—Canton 18th Aug., Coal.—B. & S.

Ulv, Nor. s.s., 885, V. Petersen, 19th Aug., —Canton 18th Aug., Beans.—Aagaard Thoresen & Co.

Cheong Shing, Br. s.s., 1,256, V. M. Liddell, 19th Aug.,—Tie tsin 11th Aug., Gen.—J., M. & Co.

Clearances at the Harbour Office

Haitan, for Swatow.
Chunsang, for Saigon.
Fookzang, for Shanghai.
Tomason, for Manila.
Glenfalloch, for Amoy.
Devanha, for Shanghai.

Departures.

Aug. 19.

Hatton, for Coast Ports.
Albenga, for Singapore.
Paoting, for Canton.
Fukui Maru, for Moji.
Kwangtak, for Shanghai.
Vladimir, for Moji.
Cowrie, for Singapore.
Kwongsang, for Shanghai.
Loongtang, for Manila.
Hongkong, for Haiphong.
Foolsang, for Moji.

Passengers arrived.

Per *Devanha*, from Shanghai—Mrs. H. Behring, Mr. Reed Joyce child and infant, Mr. and Mrs. Kerrigan, Lieut. Lucas, Misses Hamlyn (2), Messrs. J. Salmon, Mr. and Mrs. Hughes, Messrs. Prillwitz and J. Patell.

Per *Kumsang*, from Singapore, &c.—Mr. Fotry, 860 Chinese and 6 Portuguese soldiers.

Per *Taming*, from Manila—Lieut. Naile, Messrs. Whitaker, Keatinh, Granade, Zamora, Toledo, Miss Keating, 16 Chinese and 39 Filipinos.

Passengers departed.

Per *Kitano Maru*, for Japan—Prof. Sakurai, Major Tavasu, Miss Okonogi, Messrs. Yamada, H. Miyamoto, K. S. Morrison, Shioto, Wilhaven, J. Lye, Mrs. Lio, Messrs. Ahmed, Sum Chenk Hung, Cheung Wai Hing, J. Jensen, Mrs Koto Miki, Messrs. Yokota and Takano.

Shipping Reports.

Str. *Hupeh*, from Taingtau:—Light variable airs and smooth sea.

Str. *Glenfalloch*, from Singapore:—Light monsoon and fine weather throughout.

Str. *Taming*, from Manila:—Light variable winds. Moderate S W. swells fine clear weather.

VESSELS IN PORT.

STEAMERS.

Amara, Br. s.s., 1,565, C. J. Mattock, 17th Aug., —Sourabaya 7th Aug., Sugar—J., M. & Co.

Anghin, Ger. s.s. 1,001, C. Kümpel, 15th Aug., —Bangkok 5th Aug., Rice.—B. & S.

Borneo, Ger, s.s., 1,344, Sembill, 14th Aug.,—Sandakan 9th Aug., Gen.—M. & Co.

Cholsing, Ger. s.s., 1,017, J. Bruhn, 15th Aug., —Bangkok 8th Aug., Gen.—B. & S.

Chun Sang, Br. s.s., 1,418, R. Y. Andersen, 15th Aug.,—Hongay 12th Aug., Coal.—J., M. & Co.

Clara Jebsen, Ger. s.s., 1,292, J. Bendixen, 17th Aug.,—Holhow 16th Aug., Coal.—J. & Co.

Daijin Maru, Jap. s.s., 1,746, Kaburaki, 18th Aug.,—Swatow 17th Aug., Gen.—O. S. K.

Empire, Br. s.s., 2,840, P. T. Helms, 17th Aug. —Kobe 12th Aug., Gen.—O. L. & Co.

Empress of China, Br. s.s., 3,046, W. Davison, R.N.R., 18th Aug.,—Vancouver B.C. 27th July Gen.—C. P. R. Co.

Foochow, Br. s.s., 1,238, Vincent, 16th Aug.,—Canton 15th Aug., Coal.—B. & S.

Haidia, Nor. s.s., 1,050, G. Selberg 16th Aug.,—Bangkok 10th Aug. Rice.—Aagaard Thoresen & Co.

Hercules, Nor. s.s., 2,439, G. Ijerck, 14th Aug.,—Portland, Ore. 14th July Gen.—P. & A. Co.

Hopsang, Br. s.s., 1,359, J. N. Hay, 16th Aug., —Java Port 8th Aug. Sugar,—J. M. & Co.

Hue, Fr. s.s., 742, Panier, 8th May—Haiphong 5th May Gen.—M. & Co.

Kaga Maru, Jap s.s., 1,800, Kitano, 15th Aug., —Watamatsu 7th Aug Coal.—M. B. G. K.

Kaifuku Maru, Jap. s.s., 1,603, S. Suda, 15th Aug.,—Moji Japan 21st Aug., Gen. and Coal—Mitsu Bishi & Co.

Kiyo Maru, Jap. s.s., 5,757, H. Nishi, 16th Aug. —Nagasaki 12th Aug Nitrate of Soda—T. K. K.

Kobaichang, Ger. s.s., 1,70 , C. Rosielsky, 17th Aug.,—Bangkok 12th Aug., Rice and Teak. —B. & S.

Kutsang, Br. s.s., 4,865, R. C. D. Bradley, 14th Aug.,—Moji 10th Aug., Gen.—J., M & Co.

Machew, Ger. s.s., 998, C. Wolff, 3rd Aug.,— Bangkok 26th July and Hoihow 2nd Aug., Rice and Gen —B. & S.

Manchu, Fr. s.s., 1,881, Gary, 14th Aug.,— Haiphong 12th Aug., Gen.—M. M.

Manchuria Am. s.s., 8,750, J. W. Saunders, 7th Aug.,—San Francisco 12th July Mail and Gen.—P M S. S. Co.

Matsang, Br. s.s., 1 344, Welgall, 11th Aug., —Sandakan 12th Aug. Timber and Gen —J. M. & Co.

Persia, Br. s.s., 7,744, A. Locket, 9th Aug.,— Guaymas and Mexico 14th July via Moji 5th Aug., Gen.—Eng Hok Fong & Co.

Pompey, Am. s.s., 1,600, James D. Linett, 16th July—Okvite 12th July Coal.—American Government.

Rajah, Ger. s.s., 1,275, H. C. Reher, 12th Aug., —Bangkok 5th Aug., Rice,—B. & S.

Shantung Br. s.s., 1,356, Robinson, 15th Aug., —Sourabay 6th Aug., Sugar.—B. & S.

Slavonia, Ger. s.s., 3,206, Peter, 18th Aug.,— Taku Bar 12th Aug., Gen.—H. A. L.

Telemachus, Br. s.s., 1,340, Edwards, 15th Aug.,—Saigon 11th Aug., Gen.—Wo Fat Sing.

Tjikini, Dut. s.s., 7,816, H. Koops, 14th Aug.,— Amoy 13th Aug., Gen.—J. C. J. L.

Tjipanas, Dutch s.s., 2,444, P. v. Emmerick, 18th Aug.,—Moji 13th Aug., Gen.—J. C. J. L.

Wing Sang, Br. s.s., 1,520, P. Martin, 15th Aug.—Libabik 5th Aug., Coal.—J., M. & Co.

Yochow, Br. s.s., 1,306, Mills, Aug.,—Tsintsien 28th July Salt.—B. & S.

Yuan, Am. s.s., 524, D. Paje, 31st July—Manila 17th July Sugar.—W. B. Co.

Yufuku, Br. s.s., 1,618, A. Fraser, 15th Aug.,— Manila 13th Aug., Hemp Sugar and Gen. —S., T. & Co.

SAILING VESSEL.

Arrow, Br. 4-masted barque, 2,971, McIvor, 20th May—Anjer 8th April, Oil.—Standard Oil & Co.

DOCK RETURNS.

TAIKOO DOCKS

Yochow ..... at Quarry Bay Docks.
Foochow ..... " " "
Shantung ..... " " "
Union ..... " " "

CHINA COAST METEOROLOGICAL REGISTER.

August 18th, 1910, a.m.

			Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7	a.m.	29.98	59	93	—	0	f
Nemuro	6	a.m.	29 99	—	—	S	1	—
Hakodate			30.05	—	—	NNW	1	—
Tokio			29 95	—	—	NNW	1	—
Kochi			29.84	—	—	WSW	1	—
Nagasaki			29.82	—	—	NNE	1	—
Kagoshima			29.80	—	—	NE	2	—
Oshima			29.75	—	—	S	1	—
Naha			—	—	—	—	—	—
Ishigakijima			—	—	—	—	—	—
Bonin Is.			29.73	—	—	W	1	—
Chefoo	6	a.m.	—	—	—	—	—	—
Weihaiwei	9	a.m.	29 91	60	72	ENE	5	b
Hankow	6	a.m.	—	—	—	—	—	—
Kinkiang			—	—	—	—	—	—
Shanghai	9	a.m.	29.83	83	71	NNW	1	c
Gutzlaff			29 85	81	83	NNE	2	cv
Sharp Peak			29 83	82	—	—	0	b
Amoy	6	a.m.	29 77	80	91	W	3	o
Swatow			29.76	82	91	SW	1	o
Telhoku	5	a.m.	29 82	—	—	—	0	—
Taichu			29 83	—	—	—	0	—
Tainan			29 84	—	—	—	0	—
Koshun			29 84	—	—	E	2	—
Pescadores			29 82	—	—	E	—	—
Canton	9	a.m.	29.82	86	80	—	0	b
Hongkong	10	a.m.	29.84	85	77	E	1	o
Victoria Peak			—	—	—	E	1	—
Gap Rock			29.82	—	—	SE	2	—
Macao			—	—	—	—	—	—
Wuchow	9	a.m.	—	—	—	—	—	—
Holhow			—	—	—	—	—	—
Pakhoi			—	—	—	—	—	—
Phulien	8	a.m.	29 80	82	—	NE	2	c
Tourane			29 77	86	—	SE	1	c
G. St. James			29 86	79	—	WSW	2	c
Aparri	6	a.m.	29.82	79	—	SW	2	c
Manila	10	a.m.	29.84	86	79	WNW	1	c
Legaspi	6	a.m.	29 84	75	—	—	0	b
Bacolod	9	a.m.	—	—	—	NW	2	c
Iloilo			29.87	84	—	—	0	b
Cebu			29.92	85	—	N	1	c
Labuan			29.88	80	—	—	—	—

August 19th, 1910, a.m.

Vladivostock	7	a.m.	29.95	62	95	E	0	c
Nemuro	6	a.m.	30.04	—	—	—	0	—
Hakodate			30.07	—	—	—	0	—
Tokio			30.06	—	—	NW	1	—
Kochi			29.93	—	—	WSW	1	—
Nagasaki			29.89	—	—	ENE	1	—
Kagoshima			29.82	—	—	ENE	2	—
Oshima			29.81	—	—	ESE	1	—
Naha			29.81	—	—	—	0	—
Ishigakijima			—	—	—	—	—	—
Bonin Is.			29.81	—	—	—	0	—
Chefoo	6	a.m.	—	—	—	—	—	—
Weihaiwei	9	a.m.	29 89	77	65	ENE	3	o
Hankow	8	a.m.	—	—	—	—	—	—
Kinkiang			—	—	—	—	—	—
Shanghai	9	a.m.	29 82	86	68	ESE	1	c
Gutzlaff			29 86	83	83	ESE	4	c
Sharp Peak			29.85	85	90	ESE	1	or
Amoy	6	a.m.	29.75	79	87	SW	1	b
Swatow			—	—	—	—	—	—
Telhoku	5	a.m.	29.81	—	—	E	2	—
Taichu			29.79	—	—	—	0	—
Tainan			29.82	—	—	—	0	—
Koshun			29.83	—	—	—	0	—
Pescadores			29.80	—	—	E	3	—
Canton	9	a.m.	29.35	86	80	W	1	b
Hongkong	10	a.m.	29.86	85	78	W	1	o
Victoria Peak			—	—	—	SW	1	—
Gap Rock			29.84	—	—	SW	2	—
Macao			—	—	—	—	—	—
Wuchow	9	a.m.	29.84	83	87	E	1	o
Holhow			—	—	—	—	—	—
Pakhoi			—	—	—	—	—	—
Phulien	8	a.m.	29.87	81	—	ESE	0	o
Tourane			29.81	88	—	WSW	2	c
G. St. James			29.86	81	—	WSW	3	c
Aparri	6	a.m.	29.84	77	—	E	2	c
Manila	10	a.m.	29.84	90	60	ENE	0	c
Legaspi	6	a.m.	29.82	75	—	—	0	b
Bacolod	9	a.m.	—	—	—	NW	2	c
Iloilo			29.87	84	—	NE	1	b
Cebu			29.87	85	—	—	0	b
Labuan			29.81	85	—	—	—	—

	Aug. 18 at noon.	Aug. 19 at noon.
Barometer	29.84	29.77
Temperature	85	85
Humidity	77	78
Rainfall	—	—

Steamers Expected.

Vessels	From	Agents	Due
Chiyo Maru	Manila	T. K. K.	Aug. 20
Lothian	Singapore	D. & Co., Ltd	Aug. 20
Redhill	Manila	P. & O. Co	Aug. 20
Kumsang	Calcutta	J. M. & Co	Aug. 21
Hellas	Singapore	H. A. L.	Aug. 21
Bingo Maru	Moji	N. Y. K.	Aug. 22
Asia	San F'cisco	P. M. Co.	Aug. 23
Syri	Singapore	P. & O. Co	Aug. 23
Yawata Maru	Thursday I.	N. Y. K.	Aug. 29
Mongolia	San F'cisco	P. M. Co.	Sept. 5
Panama Maru	Tacoma	O. S. K.	Sept. 13
Tenyo Maru	San F'cisco	T. K. K.	Sept. 13

Ships Passed The Canal.

29th July—*Armand Behic, Kawachi Maru, Doncaster, Ambria, Melanam, Persaus, Syria, Suevia, Bodonia.* 2nd August—*Breconshire, Bulow, Ambria, Bengloe, Arcadia, Simla, Glamorganshire.* 5th August—*Benmohr, Iyo Maru, Cyclops, Myrmidon, Palma, Tourane.* 10th August—*Ahi Maru, Bloemfontein, Canton, Denbighshire, Glenstrae, Oron, Alsina.* 12th August—*Menelaus, Nore, Pak Ling, Tonkin.* 16th August—*Binvenue, Dorffinger, Flintshire, Inverclyde, Kintuck, Malta, Westphalia, Pelham.*

Arrivals at Home—27th July—*Japan.* 29th July—*Idomeneus, Kamo Maru, Peking.* 2nd August—*Borneo, Priam, Senegambia, Yorck.* 5th August—*Armand Behic, Laertes.* 10th August—*Andalusia, Kawachi Maru, Melanam, Persaus.* 12th August—*Suruga.* 15th August—*Simla.* 16th August—*Breconshire, Ahi Maru, Atholl, Roon, Arcadia, Suevia.*

Post Office.

☞ Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

A Mail will close for

Kuelung, Shanghai, Nagasaki, Kobe, Shimidzu, Yokohama, Honolulu and San Francisco (Siberian Mail to Europe)—Per *Manchuria*, 20th Aug., 9 A.M.

Singapore—Per *Stentor*, 20th Aug., 9 A.M.

Moji, Kobe, Yokohama and Portland—Per *Hercules*, 20th Aug., 10 A.M.

Batavia, Cheribon, Samarang Sourabaya and Macassar—Per *Tjikini*, 20th Aug., 10 A.M.

Manila—Per *Zafiro*, 20th Aug., 10 A.M.

Moji, Manzanillo and Guaymas (Mexico) —Per *Persia*, 20th Aug., 10 A.M.

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Empire*, 20th Aug., 11 A.M.

Europe, &c., India *via* Tuticorin—Per *Devanha*, 20th Aug., 11 A.M.

Macao—Per *Sui Tai*, 20th Aug., 1.15 P.M.

Saigon — Per *Carmarthenshire*, 20th Aug., 2 P.M.

Haiphong—Per *Signal*, 20th Aug., 5 P.M.

Fort Bayard—Per *Hoiching*, 21th Aug., 5 P.M.

SHANGHAI VIA SIBERIAN Mail to Europe—Per *Linan*, 20th Aug., 6 P.M.

Swatow—Per *Haimun*, 21st Aug., 9 A.M.

Swatow, Amoy and Tamsui—Per *Daijin Maru*, 21st Aug., 9 A.M.

SHANGHAI VIA SIBERIAN Mail to Europe—Per *Indrawelli*, 22nd Aug., 3 P.M.

Chefoo and Newchwang—Per *Paoting*, 22nd Aug., 3 P.M.

Samarang and Sourabaya—Per *Shantung*, 22nd Aug., 5 P.M.

Tientsin — Per *Cheongshing*, 22nd Aug., 5 P.M.

Kudat and Sandakan—Per *Borneo*, 23rd Aug., 8 A.M.

Swatow Amoy and Foochow—Per *Haiyang*, 23rd Aug., 9 A.M.

Shanghai—Per *Hangsang*, 23rd Aug., 11 A.M.

Manila—Per *Taming*, 23rd Aug., 3 P.M.

Singapore, Penang and Calcutta—Per *Kutsang*, 23rd Aug., 5 P.M.

Swatow—Per *Haimun*, 24th Aug., 9 A.M.

Europe, &c., India *via* Tuticorin—Per *Prinz Ludwig*, 24th Aug., 11 A.M.

Batavia, Cheribon, Samarang and Sourabaya —Per *Tjipanas*, 24th Aug., NOON.

VISITORS AT THE HOTELS.

HONGKONG.

Ackling, J. H.
Adams, P. R.
Andrew, J. I.
Arasima, T. H. C.
Armistead, Capt. F. C.
Backhouse, J. H.
Branwell, W. L.
Brunt, A. C.
Bunner, Mr. W. C.
Burgess, Mr. and Mrs. J. C.
Dorian, J. H.
Fee, Mr. and Mrs. D. E. and 2 children
Fisher, H. G.
Garibaldi, M.
Forsaith, Capt. G. A.
Gourbourn, V.
Halcrow, W. T.
Hall, Capt. T. P.
Ifield, A. H.
Hewett, Hon. Mr and Mrs. E. A.
Hough, Dr. S.
Hughes Mr. and Mrs. A. J.
Jackson, W.
Lloyd, Mr. G. T.
Massey, Miss K. A.
Macdonald, D.
Mackedie, Mr. & Mrs. P. N.
Marker, Mr. and Mrs. H. L.
Marriott, Dr. C.
McHugh, Mr. & Mrs. F. E.
McLennan, W. B.
Mickle, D. M.
Miller, Dr. C.
Mills, G. D.
Minor, Mrs. J. G.
Moran, T. J. F.
Morse, H. J.
Moulder, A. B.
Nall, J. B.
Pierce, W. C.
Ray, E. H.
Robinson, R.
Rodger, R. K.
Shaner, J. H.
Solomon, H. H.
Spalding, Dr. and Mrs. A. D.
Square, Miss A.
Stafford, S.
Sullivan, D. P.
Syndall, G. P.
Taylor, R. H.
Thompson, Mr. and Mrs. M. L.
Trantschold, W. W.
Walker, A. V.
Walton, T.
Whitmarsh, A.
Wolf, G.
Wood, G. G.
West, H.
Zinn, A. O.

PEAK.

Alabaster, Mr. & Mrs.
Anbrey, Dr.
Anderson, Miss
Bates, Mr.
Bayard, Col.
Beandrins, Mrs.
Bell, Capt. R.A.M.C.
Bowdler, Mrs.
Britton, Miss
Davies, Mr.
Duncason, Mr. & Mrs.
Dutton, Mr.
Edwards Mr. and Mrs.
Fayrer, Sir Joseph and Lady
Finch, Capt. and Mrs.
Frisk, F. A.
Gell, J.
Guthrie, Capt. & Mrs.
Haseland, F. A.
Highton, Rag.-Comdr.
Hind, W. B.
Hitchcock, Mr. & Mrs.
Hockaday, W. T.
Hodgins, Mrs.
Hogg, Mrs.
Hughes, Rev.
Jack, Miss
Jacks, P.
Johnston, Mr. and Mrs.
Kirk, Mr.
Kirk, Mrs. John
Kilmanek, P.
Koblschmidt, Mr. & Mrs
Koran, E.
Lander, Dr., (Bishop of Victoria)
Landar, Lt. Col.
Lyddon, Capt. & Mrs.
Mass, Mr. M.
May, Mr.
Martin, Miss
McNaur, Mr. and Mrs.
Moore, Mrs.
Neilson, Mr.
Pape, Miss
Paulson, H. R.
Perkins, Miss.
Perkins, Mr. and Mrs.
P. L.
Perry, Lt. R.A.M.C.
Piggott, Sir Francis
Probyn, R.A.M.C., Major
Robinson, Mr. & Mrs.
Rossler, Mrs.
Sinclair, A.
Stacpole, Lt.-Col.
Sutherland, Mr.
Thomson, Rev. & Mrs.
Thornhill, Rev.
Topp, J. R.
Twiss, Capt. and Mrs.
Warning, Capt.
Wheston, W.
White, Mr. and Mrs.
Wilford, F. C.
Wrigley, Lt. Col. & Mrs.
Wright, Mr. and Mrs.

CRAIGIEBURN.

Adams, Mr. and Mrs. F. R. J.
Caldwell, Mr. and Mrs. G. A.
Chinchen, S. J.
Claxton, A. A.
Grant-Smith, E.
Jones, Dr. and Mrs. Evan
Kydd, Mr. & Mrs. T. W.
Lammert, Mrs.
Mohlee, Mr. and Mrs.
Pearce, Mr. and Mrs.
Smith, Crowther
Smith, Miss D.
Sutton, Mr. & Mrs. F.
Weigall, Mrs.
Wilson, G. L.
Wood, E. M.

ASTOR HOUSE.

Almeida, Mrs. F.
Almeida, Misses
Anderson, T. C.
Bride, A.
Brown, F. W.
Chapple, F.
Conrowdy, Mr.
Davis, H.
Davis, W. S.
Dodge, P. T.
Edwards, F.
Elliot, J. P.
Escot, L. C.
Faulk, F.
Fraser, Miss M.
Haas, J.
Hall, H.
Herrera, L. C.
Holt, H. O.
Johnson, P.
Jones, P.
Keating, Miss N.
Keating, J. E.
Lion, Mr. and Mrs. L.
Lowinsohn, H.
Markham, B.
Miller, A.
Mody, N.
Parker, W. W.
Philibert, E.
Ramean, L.
Robson, J.
Rossi, J.
Rougeau, E.
Rusle, P.
Smith, H. L.
Stewart, A. C.
Tosan, Mr. & Mrs. Y. H.
Walker, H. S.
Whitaker, W. G.
Wright, G. C.
Wyss, O.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name.	Class.	Tons	Guns.	I.H.P.	Captain.	Last reported at
Acorn	despatch-vessel	700	4	3,000	Commander A. Lowndes	Wei-hai-wei
Alacrity	cruiser, 2nd class	4,360	10	7,000	Captain E. B. Kiddle	Shanghai
Bedford	cruiser, 1st class	9,800	14	22,000	Captain Fitzherbert	Wei-hai-wei
Bramble	river gunboat	710	6	900	Lt.-Comdr. B. G. Washington	Shanghai
Butterfly	river gunboat	710	6	900	Lieut.-Commander E. H. Donovan	Hongkong
Cadmus	sloop	1,070	6	1,400	Captain H. L. P. Heard	Shanghai
Cicero	water tank and tug	390	—	300	Master S. West	Hongkong
Clio	sloop	1,070	6	1,400	Commander C. T. Barrett	Shanghai
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander C. E. Lloyd Thomas	Hongkong
Flora	cruiser, 2nd class	4,360	10	7,000	Captain John Nicholas	Shanghai
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander B. J. Guy, V.C.	Wei-hai-wei
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander H. S. Monroe	Wei-hai-wei
Janus	torpedo boat destroyer	280	6	5,900	Lieut.-Commander G. G. Heathcote	Wei-hai-wei
Kent	cruiser, 1st class	9,800	14	22,000	Captain S. Farquhar	Wei-hai-wei
Kinsha	river gunboat	616	4	1,200	Lieut.-Commander T. J. S. Lyon	Yangtsze
Merlin	surveying ship	1,070	6	1,400	Captain F. C. Learmonth	Borneo
Minotaur	armoured cruiser 1st class	14,600	24	27,000	Captain Geo. C. Cayley	Wei-hai-wei
Yonmouth	cruiser, 1st class	9,800	14	22,000	Captain L. E. Power, M.V.O.	Wei-hai-wei
Moorhen	river gunboat	180	2	300	Lieut.-Commander G. P. Leith	West River
Nightingale	river gunboat	85	2	140	Lieut.-Commander C. H. Woodward	Yangtse
Otter	torpedo boat destroyer	350	6	6,300	Commander H. Stevenson	Wei-hai-wei
Robin	river gunboat	85	2	140	Lieut.-Commander A. A. Melliu	Hongkong
Sandpiper	river gunboat	85	2	140	Lieut.-Commander R

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	OBITOIN AS PER LAST REPORT: RESERVE.	OBITOIN AS PER LAST REPORT: AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMAT RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	$125	$125	£1,500,000 $12,500,000 $250,000	$2,027,678	£2.5/- for half year ending 31.12.07 @ ex 2/9½=$5.11	5 %	$950 buyers £92
National Bank of China, Limited	99,925	£7	£6	£4,000 $3 0,000	$30,552	$2 (London 3/6) for 1903	...	$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,500,000 $254,583 $302,791	none	$10 for 1908	6 %	$167½ sales
North China Insurance Company, Limited	10,000	£15	£5	£125,000 Tls. 225,000 Tls. 235,253 Tls. 140,585	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 115 buyers
Union Insurance Society of Canton, Limited	12,400	$250	$100	$3,000,000 £1,000 £212,848 £105,249 $72,985	$287,984	Final of $10 per share, making in all $50 per share for 1908 and an interim dividend of $30 per share for 1909	6 %	$840 sellers
Yangtsze Insurance Association, Limited	12,000	$100	$60	$1,000,000 $294,405 $199,264	$7 7,637	$12 for year ending 31.12.08 and interim of $3 on account of 19 9	7 %	$290 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$10	$1,000,000 $550 341 301 163	$4 8,406	$6 and bonus $2 for 1908	7 %	$111
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,450,000	$416,218	$27 for 1908	8 %	$350 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$57,743 $230,000	Dr. $3,7 7	$2½ for 1906	...	$14
Douglas Steamship Company, Limited	20,000	$50	$50	$100, 89	nil.	2½ for year ending 30.6.1908	...	$17 sellers
Hongkong, Canton & Macao Steamboat Co., Ld	80,000	$15	$15	$250,000 $617,500 $103,543 $19 106	$20,766	Final of $1½ for account 1910	8 %	$32 buyers
Indo-China Steam Navigation Co., Ld. (Preferred)	60,000	£5	£5	£138,100	£ 537.8.2	6/- for 1907 on Preference shares only @ ex 1/9 11/15=$3. 154	...	$60 sellers
Do. Do. (Deferred)	60,000			£710,000		3rd in. of 2/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	5 %	91/- buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£100,000 $72,850	1 2,994 1 1 159	A dividend of 7 % for yr. ending 30 4. 1910	5 %	$24 sellers
"Star" Ferry Company, Limited	10,000 10,000	$10 $10	$10 $5	$62,681		A bonus of 5 %	4½ %	$12 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$160	$100	$520 000 $83,620	Dr. $2,090	$10 per share for 1903	6 %	$167
Luzon Sugar Refining Company, Limited	7,000	$100	$100	nnil	Dr. $15,891	$3 for 1897	...	$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 120,000	Tls. 6 .02	Tls. 10 for year ending 31.8.09	...	Tls. 800 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1. 1	£215,000 £84,390	£1,435	Final of 1/6 making 3/- for 1909	9 %	Tls. 16
Headwaters Mining Company	60,000	Ps. 10	Ps. 10	none	none	First year	...	Ps. 12
Raub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£4 1	none none	$1 per share 13th dividend Final of Gold $0.65 for 1909 in all G $1.15	5 %	$71 sellers 41/-
Oriental Consolidated Mining Co., Ltd	500,000	G $10	G $10	none				
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$25,175	Dr. $8,462	$1.75 for year ending 31.12.08	...	$91 sellers
Hongkong & Kowloon Wharf and Godown Co., Ld.	60,000	$550	$50	$550,000 $3 .693 $10,000	$26 1,847	$2½ for 1909	4½ %	$54 buyers
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$88,442 $22 ,000	$1 31.7.5	Interim of $1½ for account 1909	...	$51 buyers
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	Tls. 1,20.,000	Tls. 0,26.	Final of Tls 3 making Tls. 6 in all '0. 9/10	6½ %	Tls. 76
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 69,1257 Tls. 5 .80 Tls. 1 3,0.6	Tl. 9,222	Final of Tls. 4 making Tls. 7 for 1909	7 %	Tls. 116
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	Tls. 35,000	Tls. 4 314	Tls. 6 for year ending 23.2.09	5½ %	Tls. 101 sellers
Central Stores, Limited	50,123	$15	$15	$1,030	$24,041	$1.20 on old and 60 cents on first new issue	8 %	$16 buyers
Hongkong Hotel Company, Limited	12,000 8,000	$50 $50	$50 $25	$10,000	$1,1 7	$2.60 on old shares and 1.30 on new shares for half year ending 31.12.07	2 %	$104 sellers $82
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$150,000	$27,9 .	Final $ 4 making $7 for year end. 31.1 .07	7 %	$98½ buyers
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	226,945	$5,.71	45 cents for 1909	6 %	$8½ sellers
Kowloon Land and Building Company, Limited	6,000	$50	$30	25,856 none	$2.9	$2½ for 1909	8½ %	$32 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,525,045	Tls. 63,969	Interim of Tls. 3 for 1910	6½ %	Tls. 112
West Point Building Company, Limited	12,500	$50	$50	Tls. 30,000 none	1,938.	Final of $1.80 making in all 3.80 per share for 1909	8½ %	$39
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	20,000	Tls. 50	Tls. 50	Tls. 250,000	Is. 10,591	Tls. 11 for year ending 31.10.09	8½ %	Tls. 110 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	Tls. 40,098 $20,000	$2,553	50 cents for year ending 31.7.08	8 %	$5
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 7½ for year ending 30.9.09	12 %	Tls. 57½
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 6 for 1909	7 %	Tls. 68½
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 31,171	Tls. 31,173	Tls. 25 for 1909	10 %	Tls. 240
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£3,500	£648	15 % per share for 1908	...	$10 buyers
China-Borneo Company, Limited	60,000	$12	$12	$1,0,000	Nil.	60 cents for 1909	6 %	$3 sellers
China Light and Power Company, Limited	50,000	$5	$5	none	$61,138	60 cents for year ended 28.2.06	...	$2.40 sellers
Do. Do. Special shares	50,000	$1	$1			80 cents for 1909	9 %	$8½ buyers
China Provident Loan & Mortgage Company, Ld.	125,000	$10	$1	$100,000	.2,602			
Dairy Farm Company, Limited	40,000	$7½	$6	$1,000 $1,000	$1,89.	$1.20 for year ending 31.7.07 Final of 40 cents making in all 75 cents per share for 1907	6½ % 10 %	$29½ sales $6 sales
Green Island Cement Company, Limited	400 000	$10	$10	$13,000	$4,290			
H. Price & Company, Limited	2000	$10	$10	$5,0 0	$670.	14 per cent. viz. $1.40 for 1909	12 %	$14 sellers
Hongkong Electric Company, Limited	60,000	$10	$1	none	$11,798	A dividend of $1.20 per share and a bonus of 10 cents	6 %	$10 buyers
Hongkong Ice Company, Limited	5,000	$25	$25	$150,000	$7,616	Final of $8 for 1913	6 %	$135 buyers
Hongkong Rope Manufacturing Company, Ld.	60,000	$10	$10	$43,000	$9,176	Final of $1 making in all $2 for 1910	9 %	$21 sales
Maatschappij: ot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	35,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 63,924	Tls. 316,682	2nd interim dividend of Tls. 12½ for 1910	5 %	Tls. 1,550
Peak Tramways Company, Limited	25,000	$10	$10	$20,000	$3,014	80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30.4.10	5½ % 5 %	$14 sellers $1.50 nom.
Peak Tramways Company (new)	50,000	$10	$1	none	Fr. 18,640	None	...	$10 sellers
Philippine Company, Limited	75,000	$10	$10					
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	2 %	Tls. 155 sellers
Societe des Pulpes et Papeteries du Tonkin	13,200 Benefit shares 1,200	50 Haiphong Nominal	25 Currency ...	none none	none none	First year None	... ...	$27 sellers $800 H'kong currency
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $31,096	None	...	$26
Steam Laundry Company, Limited	20,000	$25	$5	none	$127,86	12 % for year ending 31st May 1910	1 %	$58 sales
Union Waterboat Company, Limited	50,000	$10	$10	$11,956	none	60 cents for year ending 31.12.08	8 %	$76 buyers
United Asbestos Oriental Agency, Limited	10,000	$10	$5	$46,000	$342	60 cents per ord. share for year ending 31.5.09	5 %	$12½ sellers
Watkins Limited,	10,000	$10	$10	none	$1,041	35 cents for 1909	11 %	$3 sellers ex div.
Watson (A.S.) & Co., Limited	90,000	$10	$10	$300,000 25,000	$2,013	None	...	10¢
William Powell, Limited	25,000	?		none	$782	None	...	$2 sellers

Printed and Published by JOSE PEDRO BRAGA for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 1, Ice House Road in the City of Victoria, Hongkong.

Intimations

COMPANIA GENERAL DE TABACOS DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL £3,000,000.

"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO., AGENTS.

37

Denmarks Pride

HEYMANS BUTTER

SIEMSSEN & CO., Sole Agents. 49

Hotels.

BAND I BAND II BAND III

AT THE

BELLE VIEW HOTEL,

SHAUKIWAN ROAD,

Telephone No. 907.

By kind permission of the Commander and Officers, the full Band of 105th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.

On SUNDAY, the 14th August.

Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandahs.

Dinner a la Carte 7.30 p.m.

Dining Rooms can be reserved by telephoning to the undersigned.

All cordially invited.

W. GALLAGHER, Manager.

Hongkong, 10th August, 1910. [26

VIENNA CAFE COMPANY (1910 LIMITED (RE-CONSTRUCTED),

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE).

Afternoon Teas, Ices, Light Refreshments.

Specially selected Brands of Wines, Spirits, Beers, etc.

An extensive modern Bakery.

A French Chef.

Hongkong 22nd July, 1910. [459

Intimations

A TOO STABLE.

LEIGHTON HILL ROAD,

(next to No. 1, Police Station).

HAS established a SHOEING FORGE at Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIERS by arrangement.

Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

PRICES:

At the Stables or anywhere in Hongkong, $2 per animal.

At Kowloon, $3 per animal.

A TOO STABLE,

Leighton Hill Road.

Hongkong 23rd March, 1910. [472

LEE YEE

HAIR DRESSING SALOON

HAS ALWAYS ON HAND

CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE.

18, D'AGUILAR STREET, HONGKONG.

Hongkong, 1st September, 1909. [55

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No. 8201 | 第八千二百一號 | FRIDAY, AUGUST 19, 1910. | 五拜禮 | 第九十月八英港香 | $13 PER ANNUM. SINGLE COPY 25 CENTS.

CONTENTS.

Births and Deaths.
Leading Articles:—
The Financial Situation.
Tariffs an Prices.
The English Language in China.
Opium Restrictions.
The Tokyo Calamity.
Our Sikh Police.
The Foreign Trade of China.
Meetings:—
Legislative Council.
Toesangle Rubber Co., Ltd.
Legal Intelligence:—
Claim for Money Lent.
Principal $35—Interest $ 20.
A Question of Mortgage.
Habeas Corpus Proceedings.
An Expensive Marriage Feast.
Forgery of a Bank-Note.
A Daring Criminal.
Kidnapping in Hongkong.
Robbery with Violence.
A Coolie Fracas.
Police Judge Disallows Interest.
A Short (?) Action.
Claim for Damages.
Police:—
Attempted Suicide in Hongkong.
Correspondence:—
The Indian Emigrant.
Miscellaneous Articles and Reports:—
Hongkong and Whampoa Dock Co., Ltd.
Hongkong Gymkhana Club.
Desertion from s.s. *Clysia*.
Chinese in Malaya.
The Colowan Affair.
S.M.S. *Leipzig*.
Notes by the Way.
Canton Day by Day.
Sapong Estate.
Morphia Smuggling.
The T. K. K. and the P. M. S. S Co.
The Opium Imposts at Canton.
Dust and Water Carts.
Malaria in Hongkong.
Tung Wa Hospital.
Interport Swimming Carnival.
Headwaters Mining Co.
Opium Smuggling.
Modern Piracy.
E. & A. *Eastern* Ashore.
Harbour Collision.
Central Market.
Cats and Plague Prevention.
Rubber Cultivation in the East.
Shanghai Swimming Championship
Raub Gold Mines.
Anti-American Boycott.
Singapore Share Market.
The Opium Tax.
Canton-Kowloon Railway.
Hong Moh again in Trouble.
Sapong Rubber and Tobacco.
Vallambrosa Rubber.
Some Rubber View Points.
Well Known Chinese Planter in Colombo.
China and Vanilla.
Buildings Collapse.
King Edward's Death.
The Future of Rubber.
Shanghai Swimming Championship
Severe Storm in Kobe.
The Siberian Mails.
Japanese Sugar Industry.
China and Portugal.
Destructive Fire in Kobe.
An Opium Conference.
China Navy.
Landslip.
The Anti Opium Movement.
The Floods in Japan.
Capital in Rubber.
Extraordinary Cruelty.
Local and General.
Commercial:—
Weekly Share Report.
Rubber Share Market.
Yarn Market.
Freight Market.
Bullion.
Exchange.

BIRTHS.

On August 8, 1910, at Shanghai, the wife of R. Laird Watren, of a son.

On August 7, 1910, at Kuling, to Mr. and Mrs. W. R. Boyd, a son.

On August 14, 1910, at Shanghai, to Mr. and Mrs. J. L. Chalmers, a son.

DEATHS.

On August 7, 1910, at Shanghai, Helene Chapeaux, the beloved sister of Marcel and Albert Chapeaux, aged 30 years.

On August 13 1910, at Shanghai, Alice Edith Tye, the beloved daughter of Thos. Wm. Tye, aged 15 years.

The Hongkong Telegraph

MAIL SUPPLEMENT,
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, AUGUST 19, 1910.

THE FINANCIAL SITUATION.

(13th August.)

Advices by the mail from Shanghai to day bring more reassuring news of the financial situation in the Northern Settlement, which unfortunately, by reason of the intimate tradal relations between Hongkong and the northern port, has not failed to reflect its influence on local native financial circles. The suspension of payment by two native commercial houses of good repute in Hongkong was the direct outcome of the financial stringency of the branch houses in Shanghai; for, so far as Hongkong business was concerned, there was nothing to imperil the final stability of the houses that have since closed their doors. The fear that other Hongkong Chinese houses, having commercial intercourse on a more or less extensive scale with Shanghai, might also be tottering may now be partially allayed by the brighter outcome at the latter port, as a result of the timely assistance which the foreign and Ta Ching Banks have rendered to the Shanghai Bankers' Guild to avert a general financial cataclysm. During Friday and Saturday, so we learn from the columns of the local *Times*, there was a gradual return of confidence as the money borrowed by the Shanghai Taotai gradually came into circulation. The available funds have been divided among such reliable Chinese banks as have been recommended by the Bankers' Guild. They have in turn handed it over for circulation by other banks, with the result that the whole market has felt the benefit of it. Steps are being taken to make an early settlement of the affairs of the three insolvent banks—Cheng Yuen, Chao Kang and Chien Yu, but their accounts are so complicated that the process is not an easy one. Mr. Chen, whose bankruptcy brought on the present situation, is still in the custody of the Mixed Court Magistrate who is preparing a statement of Mr. Chen's obligations and assets. There are some other banks which are solvent, but have refused payment of bank orders, but it is understood that immediate payment will be made as soon as the condition of the failed banks is discovered.—The Committee of the Bankers' Guild as well as the officers of the Chinese Chamber of Commerce are busily engaged every day with the Taotai and his deputies in trying to unravel the difficulties of the accounts of the three banks. This is not the first occasion upon which our Northern neighbours have fallen into evil straits. We have sufficient confidence in the ability of the men at the helm to see to tide over the difficulty and with the wonderful inherent revitalising power of the merchants and traders that a way will be found for them to emerge from the present difficult situation if poorer yet, nevertheless, wiser men.

TARIFFS AND PRICES.

(15th August.)

The question of trade tariffs is one which already affects Hongkong to a considerable degree and bids fair in the future to bear very strongly upon the prosperity of our port. As is already known the new Japanese tariff is destined to deliver a severe blow upon the export trade of Great Britain, and it may be taken for granted that Hongkong merchants will share in the decreased volume of trade which enhanced Japanese import duties spell for all. When this matter was mooted some weeks ago in the British House of Commons, it was stated by one member that "the public utterances of Japanese statesmen indicate that it is not necessary to negotiate questions affecting the proposed tariff with Great Britain, as this country has nothing to offer in exchange for concessions." This statement puts the whole thing in a nutshell. Great Britain under Free Trade has nothing to offer as a *quid pro quo* when it comes to the establishment of an international tradal arrangement. If Great Britain was in a position to say to Japan at this juncture: "We intend to put a duty of 10 to 15 per cent upon all Japanese silk imported into this country, but in return for concessions on our cotton and woollen exports to your country we are prepared to made corresponding concessions on your silk goods," the whole face of the situation would be materially altered. But under the existing order of things Great Britain is not in a position to treat with Japan on an equality of footing, for her markets are free to all foreign imports. The new Japanese duties on textile goods will be on an average two and a half to three times greater than the existing rates, and in some cases much more. Thus, on woollen army cloths the new rates vary from four to nearly six times the amount of the old. On grey shirtings, of which Japan imported more three-quarters of a million sterling in 1908, the new duty is nearly tripled. Some idea of the extent to which British trade will be affected may be gathered from the fact that in 1908 Great Britain exported to Japan cotton and woollen goods to the value of £2,500,000 of which probably at least £1,500,000 represented wages paid to British workpeople. It is therefore of the utmost importance that concessions should, if possible, be obtained on the duties on these goods in order to prevent a great slump in employment in the populous manufacturing districts of England. At the present time, Japan sends silk to the United Kingdom to the annual value of about one million sterling. Were the Home Government able to come to some such arrangement as that indicated above, it would be satisfactory and profitable to both countries. Japan would retain, to a large extent, her profitable silk trade with Great Britain, who on the other hand would retain the bulk of her cotton and woollen trade with Japan. Such arrangements are constantly being made between protected countries, but it is impossible for such a proposal to emanate from a Free Trade nation. This increased Japanese tariff scale brings home the shortcomings of our Free Trade in a very decided way. It is certainly the most striking illustration that has been provided within recent years of the necessity for a revision of our tradal regulations and the imposition of some protective tariff. It is a melancholy fact, too, that Free Trade does not give us that which its advocates claim for it—i.e., lowness of price for the staple necessaries of life. At Home, the rate of living has notoriously increased within the last ten years. In Hongkong we have a like condition of things existant. The purchasing power of our currency is becoming smaller from year to year, and when once the price of a commodity has been raised on account of the lowness of exchange it is never again reduced however much the value of the dollar may become enhanced. In a recent speech at Brockton, U. S. A., Senator Lodge in opposing any tampering with the Payne Tariff, remarked:—"The Chinese have erected at Hankow a modern steel rolling mill; the labour is all Chinese, of course. They can hire in that mill fifteen Chinamen for the wages which are paid to one iron worker in the mills of Pittsburg, and our labour is only 10 per cent. more efficient than theirs. So cheap is human labour there that many things that we do by machinery they do by human muscles, because it costs less. That mill has only been open a couple of months. How long do you think it will be before they are putting steel rails into this country? How long do you think it will be before they begin to put cotton textiles into this country, or boots and shoes, if we have no protective tariff?" Senator Lodge points out that in principle there is no difference between the exclusion of cheap labour and the exclusion of the products of that labour. In the matter of the tariff rates of Japan, that country is only following the lead of other protected countries by erecting a barrier calculated to encourage her own industries—and to lead to a betterment in the living conditions of the working classes. Such an endeavour is deserving of all commendation. She is only following out the trite Scottish maxim which counsels the keeping of "our own fish guts for our own sea maws." From our point of view, the only regrettable feature of the new scale of duties is that it is bound to strike a harder blow at British import trade into Japan than will be the case with that of any other country. Both Germany and the United States of America, for instance, by reason of their protective systems are in a position to enter upon a bargain with Japan concerning the institution of mutual trading concessions, and that they in common with other protected countries will do so may be regarded, we think, as a foregone conclusion. Great Britain, on the contrary, has nothing to offer in return for the granting of such a concession. Surely the anomalous situation into which the Mother Country has been put in this instance by the inanity of her own laws will impress upon the people as well as the politicians at Home the desirability of the creation of some defensive agent in the way of Tariff Reform which will make her standing amongst the trading countries of the world a more worthy one than it is at present and enable her to meet such imposts as the new Japanese tariff with the assurance of being in possession of power to come to some arrangement which would conserve the *status quo* and protect her foreign trade, her home industries and her work-people.

THE ENGLISH LANGUAGE IN CHINA.

(16th August.)

The status occupied by the English tongue in China is a subject which cannot fail to be of perennial interest to all Britishers and Americans living within the Imperial dominions or upon their borders. One would have thought that the study of the English language in Chinese scholastic institutions was in the way of continuing to make greater strides than it has made admittedly in years gone by. We imagined that there could be no dubiety upon that point. But we learn, from certain data lately compiled, that amongst those in a position best qualified to judge, there is not that unanimity of opinion which might have been expected to exist on this matter. Recently a large number of papers were sent out by an educational journal to numerous schools and missions in China, asking replies to questions regarding the teaching of technical subjects. Evidently, says the *National Review*, this subject did not command a great deal of interest, for only thirty five replies were received. None of the mission schools reported that technical subjects were being taught; and only three had to state that they were planning the introduction of such subjects. The opinion was expressed by fifteen that technical subjects should be taught in the Chinese language; five thought that the English tongue ought to be employed; two were in favour of both languages being used and one added German; whilst fourteen gave no reply to this question. Of the total number of reports sent in, twenty-eight stated that the interest in the study of English was increasing; five declared that, on the contrary, it was decreasing. In reply to the question, How many Chinese have a good working knowledge of English? the replies varied widely. For example, one mission teacher in a Province of the interior reported "Possibly ten," whilst a *confrère* whose scholastic labours have the port of Chefoo for their centre estimated the number in his district to amount to some five or six hundred. To our mind, these two replies represent the position of affairs to a nicety. It is only natural that the coast ports and foreign possessions in the China seas should be able to boast more English speaking Chinese than the remote inland Provinces. But even in the interior there are unmistakable signs that the cult of the English tongue is gaining favour amongst the educated classes, the study being fostered to a great extent by the missions now scattered all over the Empire. It is interesting to note that Mr. Cheng Ching-yi of Peking, in giving an account of the proceedings at the recent World Missionary Conference in Edinburgh, states as a remarkable fact that amongst that vast concourse of delegates from every quarter of the globe—of every nationality and colour—the English language was the Esperanto for all. Here in Hongkong we require no proofs further than those afforded to our oral and visual senses, in the course of daily observation, to be convinced that the English tongue is becoming more and more an important factor in the life of the Colony. Pure English-speaking Chinese employees fill the junior appointments in the public service; and in the big merchant houses they abound. In fact they play a highly important part in the life of this Colony—whether official, mercantile or financial. But apart from those highly trained Chinese, there is a very numerous section of the community who, although they may not boast a more or less perfect knowledge of English, still possess what can properly be described as a good working knowledge of the language. The use of pidgin English is not nearly so prevalent nowadays as it was only a few years ago and it is employed mostly by servants, small tradesmen, chair-bearers and ricksha pullers. The teaching of English occupies an important place in the curricula of nearly all the higher schools of China, and in the middle schools of the open ports not only is English taught but Western subjects are taught in English in many government and private schools controlled by Chinese. Even conservative institutions like the Shantung Union College of Weihsien, and Trinity College of Ningpo, have at last, we read, been compelled to yield to English. On the whole, it may safely be concluded that, despite the somewhat conflicting views to which we referred at the beginning of this article, the study of English by the Chinese shows no signs of a backward tendency, but, instead, is making substantial headway, and promises to be pursued even more ardently in the years to come.

OPIUM RESTRICTIONS.

(17th August.)

From the exclusive information which we were enabled to publish yesterday, it becomes obvious that the British and the Chinese Governments are on the verge of a disagreement as serious as any that has occurred in the history of the opium trade: and there has been not a few. Perfidious Albion has been credited at one time or another with foisting her Hindustan products of the poppy upon China to the detriment of the Chinese people. Even her own nationals have denounced the Mother Country for her participation in a trade that Exeter Hall describes as nefarious and inhuman. But, as a matter of fact, the Chinese themselves, who are the most interested party, have never had anything antagonistic to say against the import of the Indian drug—until recently. From the different Consular reports upon the open ports of China anyone can see that the Chinese who do consume opium prefer the Indian varieties of Patna or Benares as against the product of the poppy-fields of Szechuen or Shansi. It is not within the province of this writing to discuss the good or the evil that may result in consequence of addiction to the opium habit, although in a broad sense we may express the opinion that the smoking of opium in moderation is no less harmful than the consumption of alcohol in European countries, or even than the use of nicotine. The main point to be considered here is, that Great Britain and China had come to an agreement with regard to the opium trade and that now China has allowed her Viceroy at Canton to promulgate regulations which are entirely at variance with the established understanding, thereby causing international bickerings and possible estrangement. When the late Emperor decreed that China was to depart from the opium habit and asked the assistance of the European Powers in estopping importations of foreign opium into the country, there were many people—both Chinese and Europeans—who, reading between the lines, foretold trouble brewing. The crafty ones averred that this Imperial decree was posted simply for the purpose of ousting the India product and of encouraging poppy cultivation in China. However, the Liberal Government then in Power at Home treated the representations of the Chinese Throne as utterly *bona-fide* and entered into an agreement whereby the imports of Indian opium would be gradually extirpated, on the basis of a ten per cent. reduction in each year, extending over a decade. This, one would consider, was an eminently fair and equable arrangement. It is an accepted axiom amongst civilised nations that the morals of a people cannot be rectified or made better on the instant by legislation. Even China herself, in the matter of granting the concession of a national Parliament to her subjects, has provided for a probationary or experimental period of nine years before issuing her final decree for the convention of that assembly. As we have already said, the agreement arrived at as between the British and Chinese Governments was eminently just. Concessions were made on both sides. Britain agreed to relinquish finally the opium traffic—one of the most fruitful sources of revenue of her Indian Empire and a very important asset in the balance-sheets of her Crown Colonial possessions in the Straits Settlements and Hongkong. On the other hand, China did not insist upon an immediate exclusion of the India-grown product but agreed to its eradication being extended over a period of ten years. Had the conditions of this arrangement been faithfully carried out, mostly all the material advantages obviously would have accrued to China. But what do we find? Instead of carrying out to the letter her part of this compact, China through her Viceroy at Canton commits a gross violation of her undertakings, amounting not only to a severe blow to the welfare of accredited British merchants in Hongkong but to an indirect insult to British prestige. In defiance of all conventions, the Viceroy, calmly issues an order that all opium imported into Kwangtung shall be subject to an additional tax of $300 per chest and enforces his unjustifiable decree by the most unheard of and summary measures that can well be imagined. As was stated, in our special article in yesterday's issue of the *Telegraph*, the latest action of this high functionary has been the establishment of an Opium Office at Samshui and the institution of a cordon of officers extending along the coast from Swatow to the West River in order to prevent the importation into the Province of any opium upon which this illegal impost has been paid. The cases of seizure which we quoted yesterday are palpably unjust. Under the Chefoo Convention, the Customs transit certificate for opium frees the same from any further tax or duty while in transport to the interior, yet here we have instances of opium being confiscated by the Kongmoon Opium Office in spite of the fact that import and *lekin* duties had been paid upon it, that the papers were all in order, and that all the Convention requirements had been complied with in the last degree. Not only that, for, as we have recorded already, in the case of the Suntong seizure of two chests of properly attested opium, the unfortunate owner himself was arrested and taken in chains to Canton under an armed escort and only regained his liberty by signing a bond to cover a heavy fine. In the circumstances, it is little matter for wonder that the British merchants interested should have made instant complaint to the Chamber of Commerce and to the Colonial Government regarding this gross violation of their rights; and we trust that the consequent representations which have been made to Peking, both from the Colonial Office and from the Foreign Office in London, will lead to an elimination of the existing injustice under which the opium merchants of Hongkong are at present labouring, with the trade in a state of practical stagnation.

THE TOKYO CALAMITY.

From the accounts which have reached us of the terrible catastrophe that has befallen the city of Tokyo and its neighbourhood, it is apparent that a great misfortune is now pressing upon the very heart of Japan. The floods which have devastated the Capital and district have caused the loss of hundreds of lives, the destruction of thousands of dwellings, and the destitution of a vast portion of Tokyo's working population. According to our information, a great many of the flooded districts are suffering privations and hardships almost beyond imagination unspeakable. Surely, it behoves us when our ally is so sorely stricken to lend a helping hand in the relief of this distressful state of things in Japan, whose sympathies towards the English people have been so often exemplified in material ways. We have in our midst a big community of Japanese and in fact a great deal of the prosperity of our port depends upon the Japanese shipping which frequents it. Therefore it is almost incumbent upon our Government to take some steps towards an alleviation of the terrible distress that has fallen upon our friends in Tokyo. In our idea, the proper thing for the Government of Hongkong to do at a juncture like this is to make an emergency vote for a grant in relief to Tokyo. We all know that our colonial exchequer is depleted at the present moment to a lamentable extent. But surely we must remember that in times of stress Hongkong has had occasion to accept the financial aid of her neighbours and of her distant relations as well; so that it would be only right and fitting to extend a helping hand just now so far as our capabilities go. The benevolent nature of our present administrative head is well known, and perhaps at the Legislative Council to-morrow H.E. may see his way clear to move for an emergency vote from the Treasury to assist in alleviating the terrible distress that besets our friends in Tokyo. It may be that there are official reasons for such a recommendation not emanating from the official side of the Council, in which case we sincerely trust that some unofficial member of the assembly will take the matter up. If a public subscription list were opened by His Excellency Sir Henry May, we feel sure that a liberal response would ensue.

OUR SIKH POLICE.

(18th August.)

A great deal of public interest has been evinced lately in the troubles besetting the Sikh section of the Police Force in Shanghai. It may not be generally known that a very serious state of things existed in Hongkong not so very long ago regarding our own Sikh Police. At the time of this occurrence, it was not considered advisable to publish in the Press any account of the friction between the heads of the Police Department and their Sikh servants, on the ground that more harm than good would possibly result. Happily, the trouble is now a thing of the past, so that we are at liberty to make comment upon it, the question being no longer *sub judice*. It is not always to the public interest that certain communal matters should be referred to editorially in the local Press, and whenever the Government through its departmental heads desires that any particular matter, affecting detrimentally the public weal, should be withheld from currency the Press are quite willing to work amicably with the administrative powers. In the case in question, matters have been smoothed over through the diplomatic agency of Mr. Badeley, the Captain Superintendent, and of Mr. Wodehouse, Assistant Deputy, the latter of whom is practically in charge of the Indian Police. The actual cause of complaint was on the surface a trivial thing. Two Sikh policemen were departmentally punished for a minor offence, and in the estimation of the rest of the Sikh contingent the conviction and punishment appear to have been considered unjustifiable and unjust, with the result that a kind of strike was on the verge of development. Timely action averted this danger. But the fact remains that the possibility existed for a time of the whole Sikh contingent refusing duty and thereby leaving the streets of Hongkong practically unpoliced. This is not as it should be. The Sikh Police in this Colony work under radically bad conditions, just as the Europeans do, and this ebullition of temper on their part is only a surface indication of the spirit of discontent that glows at white heat underneath. They are poorly paid and badly housed, and until a man has attained N.C. rank he cannot be said to enjoy anything in the way of living conditions that the veriest coolie in the streets may lay claim to. The action which they took on this occasion, if it shows nothing else, shows their powers of organisation and unity of purpose. One cannot but help thinking whether or no the Hongkong trouble was a reflection of the trouble that has occurred in the Sikh Police ranks in Shanghai. In the Model Settlement, unfortunately, the Indian custodians of the peace do not bear a very good reputation, and the prosecutions at present proceeding there tend to strengthen that view; but in Hongkong things are different, we are glad to say, and the Sikhs show up creditably in the Captain Superintendent's reports from year to year. In the latest issue of the *Municipal Gazette* of Shanghai, Colonel C. D. Bruce, the head of the Police there, says:—"I regret to have to refer to an act of insubordination which occurred among a certain section of the Sikh Police at a parade on July 15 last. But, in order, if necessary, to correct any impression that such insubordination is general among the Sikh Branch of the Force in this Settlement, it may be as well to recall the true facts of the case. That an insubordinate act was committed on parade has been already established in the British Court. It is perhaps not so generally known that such insubordination was entirely confined to one sect of the Sikh Branch. Of the number who were tried and convicted for the said offence, by no means all had any real desire to act in such a manner. A majority were led into the act by the intrigues of cleverer men. To prove, if necessary, how long it would be to impute whole disloyalty to the Sikh Police in this Force, it may be of interest to point out that on the very evening of the commitment above, a large proportion of the remainder of the Sikh Police Branch volunteered through their native officers and non-commissioned officers to do whatever overtime or extra duty was necessary to replace the men who had been locked up for insubordination in the British Gaol." Colonel Bruce's report serves in great measure to clear the air, for in Hongkong the general consensus of opinion appeared to be that the Police system of Shanghai was in a parlous state and that its replication might at any time be found in this Colony. Major E. S. Hall reporting upon the condition of the Shanghai Sikh Police in 1906 said:—" I have gone carefully into the condition of life and service of the Indian Branch, and am of opinion that they are adequately paid, well quartered and looked after. Their duties certainly are hard in inclement weather. Perhaps these could be lightened. Their deferred pay is good. I do not see that the men have any cause for grievance. No men have come to me with any since I have been here." The same cannot be said regarding the Sikh Police of Hongkong. They are neither adequately paid nor sufficiently quartered and their living conditions are unutterably meagre. If those same conditions are reasonably improved, the Government will find in their Sikh Police contingent a far more valuable body of public servants than they are even at present.

THE FOREIGN TRADE OF CHINA.

(19th August.)

We have just received from the Chinese Imperial Maritime Customs a copy of the trade report for 1909 which, as usual, contains a plenitude of interesting matter and well repays perusal. In his report on the foreign trade of China, Mr. J. L. Chalmers remarks that the year under review was commercially a good one for China, since it was marked by a large increase in her Customs revenue, a notable expansion of exports, a rapid industrial progress, and a revival of the home trade. Those countries supplying imports to China had perhaps less cause for satisfaction in the year's results. The low exchange, so important a factor in the flow of imports, stood in the way of that development which had not unreasonably been anticipated and gave additional advantage to those native manufactures, such as flour, cotton yarn, cotton cloth, iron, etc., with which foreign imports have now to compete. A great rise in the price of cotton was further flung into the scale, as against the principal branch of the import trade, though its effect was in a large measure deferred by the system of contracting ahead with the home manufacturers. As regards agriculture, which in each year suffers in some part of China from either too much or too little rain, every Province appeared to have its share of distress, and the aggregate damage to crops and consequent impoverishment was very considerable. Tea and silk yields are reported to have been exceptionally abundant. Cotton, again, was severely injured by rains in Hupeh, Hunan, and Kiangsi; and though the rice harvests seem to have been satisfactory generally, the price of the staple rose on the Yangtsze in consequence of the summer floods. Referring to railway construction in China, Mr. Chalmers says:—"Both the Chinese and British portions of the Canton-Kowloon Railway

made good progress. It is expected that trains will be running on the British section, between Hongkong and Taipo, by the middle of 1910, while on the Chinese section 31 miles will probably be ready for traffic in September, and work is proceeding so well that it is hoped through communication may be opened in the summer of 1911." The value of the direct trade with foreign countries in 1900 reached a total of 757,150,881 taels, exceeding the total of 1908 by 85.98 million taels and the highest total hitherto recorded—that of 1907—by 76 million taels. Foreign imports amounted in value to 418,158,067 taels, showing an increase of 23.65 million taels, and exports to 338,992,814 taels, an increase of 62 million taels. Concerning the foreign opium imports into China it is rather curious to note that these show an increase instead of a reduction such as one would have expected to find considering the additional restriction put upon the traffic and Great Britain's undertaking to decrease her exports of the drug from India by ten cent. every year for ten years. There was a net importation of 48,917 piculs of foreign opium, giving an increase of 570 piculs as compared with the previous year's import. Of Bengal drug, 2,225 piculs more was imported; of Malwa, 1,476 piculs less; and of Persian, 171 piculs less The slight increase of importations is due in part to excited speculation on the yet greater scarcity to come. Hongkong market prices, in January and in December, show that Malwa had risen by the end of the year 10 to 20 per cent., according to quality; Patna, 28 per cent.; Benares, 39 per cent.; and Persian, 29 to 37 per cent.; and it may be added that by the middle of March 1910 Hongkong prices for foreign opium were twice as high as in the beginning of 1909. Native opium has more than kept pace with the foreign drug and is reported from several of the maritime provinces to have doubled its market value during the year; while the price of Szechuan opium at Chungking rose in the year's course from 200 to 225 taels to 500 to 550 taels, or 147 per cent. Coastwise movements of native opium through the Foreign Customs, which of themselves do not at this stage throw much light on the general question, have continued without noticeable change. Owing to a sudden demand at the end of the year, and it is said to an expectation that the downward movement of opium from Chungking will soon be forbidden, the quantity of Szechuan and Yunnan opium passing Ichang was as great as in 1908. So long, however, as opium is grown in the western provinces at all, or any of the old stock remains, it will naturally gravitate towards the richer provinces of the lower Yangtsze and the South. Customs reports confirm the statements which have appeared in the public press from missionaries and others in regard to the reduced production in Szechuan and Yunnan. The Mentzs Commissioners says that "the suppression of the traffic in opium in this province must be recognised as thorough even by the most sceptical," and the Commissioner at Chungking, while admitting that a good crop had been gathered during the year, finds in consequence of a decisive prohibition in the autumn, "there can be no doubt of the fact that a clearance of the poppy on a most extensive scale has been effected." Importations of kerosene oil, which has become almost a necessity in Chinese houses, fell off by 20 per cent. Various reasons are assigned for this reduction but the most probable seems to be the conjunction of its increased price with an abundance of vegetable oil; also, electric lighting has been installed in many Chinese cities and is in high favour as an illuminant. A sign of the times may be discerned perhaps in the value of imported beers, wines and spirits. This amounted to 2,073,796 taels, an increase of nearly one million taels as compared with the year 1908. This appears to indicate that foreign spirituous liquors are destined to take the place of the prohibited opium. With regard to shipping, the total entries and clearances—208,516 vessels, 86,771,809 tons—give an increase of 911 vessels and 2.78 million tons. Chinese vessels of foreign type increased their total tonnage by 791,000 tons, chiefly on the Shanghai-Ningpo line. On the whole, the returns show that during the past year the trade of China has enjoyed very material prosperity and that there is every prospect that in the remaining portion of the current twelvemonth this satisfactory state of things will continue.

CLAIM FOR MONEY LENT.

A QUESTION OF PARTNERSHIP.

15th inst.

Before the Chief Justice, Sir Francis Piggott, in the Supreme Court this morning, the Ocean Marine and Fire Insurance Company, Limited, sued Hu Fung Shang to recover the sum of $5,462.50 for money lent and interest thereon. Mr. M. W. Slade, K.C., instructed by Mr. D. V. Stevenson, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiff and Mr. Eldon Potter, instructed by Mr. P. M. Hodgson, of Messrs. Ewens and Harston, represented the defendant.

Mr. Slade stated that the statement of claim set out that the plaintiff's business was a limited company and the defendant was a trader in the Kwong Fat Hong, of Bonham Strand. The plaintiff on the 30th April, 1906, lent the sum of $5,000 to the defendant. The defence was a denial of partnership in the firm, that the defendant was merely a salesman and not a trader in the firm. A summons had been taken out to have an account taken, but his Lordship deferred the matter until the question of partnership should be settled. He was in possession of a receipt for the loan. The document was signed by the defendant and chopped with the Kwai Mau Fat Kee firm's chop. The signature was admitted by the defendant. He would adduce evidence to the effect that a number of Chinese would say that a salesman never used his firm's chop.

His Lordship—I can't admit that as evidence.

Mr. Slade—Then I won't trouble your Lordship. It's only *prima facie* evidence.

Proceeding, Mr. Slade stated that the defendant was the son of a man named Hu Nai Kan, who died in 1900. He left a will, in which he stated that he had traded for thirty years, and that his present firm was the Kwai Mau firm. He left the defendant the entire control of his property. He took out probate and swore an affidavit.

LEGISLATIVE COUNCIL.

18th inst.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present:—His Excellency the Officer Administering the Government, Sir Henry May, K.C.M.G., Hon. Mr. A. M. Thomson, (Colonial Secretary), Hon. Mr. C. McI. Messer (Colonial Treasurer), Hon. Mr. W. Chatham, C.M.G., (Director of Public Works), Hon. Mr. E. A. Irving (Registrar-General), Hon. Mr. F. J. Badeley (Captain Superintendent of Police), Hon. Mr. E. A. Hewett, Hon. Dr. Ho Kai, M.B., C.M.G., Hon. Mr. Wei Yuk, C.M.G., Hon. Mr. E. Osborne, Hon. Mr. Murray Stewart, and Mr. C. Clementi (Clerk of Councils).

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes Nos. 63 to 66. It was agreed that they be referred to the Finance Committee.

FINANCE COMMITTEE REPORT.

The report (No. 9) of the Finance Committee was adopted.

PROBATE RULES.

A rule and order under the Probates Ordinance, 1897, (No. 1 of 1897) was approved.

ERECTION OF A PIER.

Mr. Murray Stewart, pursuant to notice, asked the following question standing in his name:—

In view of the numerous steamers now anchoring off West Point, and the fact that officers and men of the Mercantile Marine find difficulty in engaging sampans in that neighbourhood, will the Government consider the advisability of erecting near the Sailor's Home a light bamboo pier, to serve as a recognised landing place under police control?

The Colonial Secretary replied that the Government was at present considering the question of a temporary pier.

MAGISTRATES ORDINANCE.

The Attorney-General moved the first reading of a Bill entitled An Ordinance to amend the Magistrates Amendment Ordinance, 1903.

The Colonial Secretary seconded.

Bill read a first time.

Knowingly harbouring a Chinese married woman without reasonable excuse is created an offence by Ordinance but difficulty has arisen in proving that the man charged knew the woman harboured to be a married woman. The Bill amends Ordinance No. 19 of 1903 by placing upon the male paramour the duty of ascertaining other than from information supplied by the woman herself whether she was a spinster or a widow.

It also empowers the Magistrate to award damages not exceeding $100 to the aggrieved husband in addition to the penalty prescribed by the Ordinance.

MIDWIVES.

The Attorney-General moved, the Colonial Secretary seconded, the first reading of a Bill entitled An Ordinance to secure the better training of Midwives and to regulate their practice.

Agreed.

The Bill introduces the chief provisions of the Midwives Act 1902. They are not to apply to Chinese unless they use the name of midwife in English or any title or description implying that they are certified under the provisions of the Bill.

KELLET ISLAND.

The Attorney General moved the first reading of a Bill entitled An Ordinance to amend the Kellet Island Ordinance, 1898.

The Colonial Secretary seconded.

Bill read a first time.

This amendment is rendered necessary as the occupation and control of Kellet Island was recently transferred to the Admiralty by arrangement with the War Office.

LEPERS.

In moving the second reading of the Bill entitled An Ordinance to provide for the segregation and treatment of lepers, the Attorney General explained that the Bill was based generally on Ordinances prevailing in other Colonies of the Crown for the segregation of lepers. Recently, a meeting of an international conference was held, at which it was strongly urged that full consideration should be given to the subject as fresh outbreaks of the disease were due largely to the contact of lepers with the ordinary population

The Colonial Secretary seconded.

A discussion ensued, during which it was suggested that the Police ought to be informed of cases of leprosy.

Mr. Stewart—It wouldn't do to report the matter to an Indian constable

The Captain Superintendent of Police—The officer in charge of the Police Station.

The Attorney-General—Office in charge of a police station.

The Captain Superintendent of Police—Yes.

Mr. Stewart—As a Justice of the Peace, I would suggest that Justices should be given an opportunity to inspect the asylum

The Attorney-General—I was a Justice of the Peace at Cyprus and I had to visit the asylum every three months.

Mr. Stewart—I daresay it was a very pleasant undertaking (Laughter).

The Attorney-General—Quite harmless.

Mr. Stewart—I didn't suggest it was otherwise.

Mr. Osborne—In the event of a person being condemned as a leper he will have no remedy but to appeal to the Medical Officer. We should try to prevent abuse of the Ordinance.

A clause was inserted in the Bill providing for periodical visits by Justices of the Peace from time to time.

Mr. Stewart—That meets the case.

Bill read a second time.

Council proceeded to consider the Bill in Committee.

MARRIAGE.

The Attorney General moved the second reading of the Bill entitled An Ordinance to amend the Marriage Ordinance, 1875.

The Colonial Secretary seconded.

Agreed.

LEVELS OF HIGHWAYS.

Bill entitled An Ordinance to provide for the narrowing, stopping up, diversion, turning or alteration in levels of Highways.

Before proposing the third reading of the Bill, the Attorney-General asked Council's permission to insert a clause in the Bill. In doing so, he explained that it was purely a matter of formality and was found necessary with a view to avoiding the wording of the Bill from conflicting with that of the Harbour of Refuge Ordinance.

Agreed.

The Bill was read a third time and passed.

ADJOURNMENT.

The Council then adjourned.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding.

It was agreed that the following votes be recommended for adoption by the Council:—

DISINFECTING STATION SHED.

A sum of four thousand dollars in aid of the vote Public Works, Extraordinary, permanent shed for ambulances, carts, etc., at the disinfecting station.

LANGUAGE STUDY ALLOWANCE.

A sum of one hundred and five dollars in aid of the vote, Colonial Secretary's Department and Legislature, other charges, language study allowance (Hakka dialect, Chinese) to Passed Cadet.

AP LIU VILLAGE.

A sum of five thousand dollars in aid of the vote Public Works, Extraordinary, Public Health and Buildings Ordinance, 1903, new sites for the inhabitants in Ap Liu Village.

PAINT AND BRUSHES,

A sum of four hundred dollars in aid of the vote Harbour Master's Department, *A.*—Harbour Office, other charges, paint and brushes.

This was all the business.

PRINCIPAL $80—INTEREST $120.

CASE IN THE SUMMARY COURT.

15th inst.

Before Mr. Justice Hazeland, Acting Puisne Judge, in the Summary Court this morning, Bhagat Singh, of No. 37, Hollywood Road, sued Luk Ki Kwong, a clerk employed at Messrs. Britton and Hett, to recover the sum of $100, being amount of money lent under a promissory note and interest thereon. Mr. J. H. Gardiner appeared for the plaintiff and the defendant appeared in person.

Mr. Gardiner stated there was no question of proving the claim. The amount was admitted by the defendant, the only question being to settle the instalments.

His Lordship—What do you suggest?

Mr. Gardiner—At least $ 5 a month.

His Lordship—What's his salary?

Mr. Gardiner—$45 a month.

His Lordship—What was the interest charged?

Mr. Gardiner—The original loan was $80 and the amount of the claim includes the interest. Defendant arranged to pay $10 a month but failed to keep up the instalments

His Lordship—That was the arrangement?

Mr. Gardiner—Yes.

An order was made for payment of $15 a month, with liberty to apply for judgment for the balance in the event of failure to pay the instalment at any time.

ROBBERY WITH VIOLENCE.

A MIDNIGHT CHASE ON A BICYCLE ON LONELY ROAD.

18th inst.

Before the Chief Justice, Sir Francis Piggott, at the Criminal Sessions this morning, Ho Chan was indicted on a charge of committing an armed robbery on two persons at Tai Wai on the 9th July last and being in possession of $63 and 200 cash, together with other articles, knowing the same to have been stolen articles. Hon. Mr. W. Rees-Davies, K.C., instructed by Mr. H. L. Dennys, Sr., from the Crown Solicitor's office, prosecuted. The prisoner was undefended.

Following were the jurors:—J. F. Miller (foreman), A. P. Silva-Netto, H. Gittins, E. Gaster, O. E. Chunnutt, A. S. Cobden and W. G. Goggin.

The Attorney-General stated that the prisoner was charged with two counts, robbery and also receiving stolen goods. The robbery was committed in the house of a grocer living at Shatin at one o'clock on the morning of the 9th July last. It was one of those cases which frequently occurred in the Colony. Several men entered the house, tied the inmates and generally ransacked the house. The owner of the house was very roughly treated and was cut about rather seriously. There was no evidence as to the question of identification, because the inmates were too terrified. At the Police Court, one of the men who was arrested, although there was strong suspicion against him, was discharged by the Magistrate, there being insufficient evidence against him. The robbery was reported to the Police shortly after it was committed and Sergeant Appleton got on his bicycle and started on the Taipo Road at 3.30 a.m. At about four o'clock he met the prisoner and followed him and with the help of a Chinese detective had the man arrested. Some of the stolen articles was found on his person, including a large number of cigarettes in his pockets of the particular brand sold by the grocer in his shop. The prisoner made a long statement before the Magistrate in which he alleged that all the property belonged to him. It was for the jury to say whether the prisoner's story was true or otherwise.

Evidence having been called, the jury returned a verdict of guilty and prisoner was sentenced to three years' hard labour and 24 strokes of the birch.

FUISNE JUDGE DISALLOWS INTEREST.

MONEY-LENDING ACTION AT THE SUMMARY COURT.

19th inst.

Before Mr. Justice Hazeland, Acting Puisne Judge, in the Summary Court this morning, Prem Singh, unemployed, an Indian money-lender, sued L. R. Avilis to recover the sum of $137, being amount due under a promissory note and interest thereon. Mr. H. Holmes represented the defendant, while the plaintiff appeared in person.

Mr. Holmes asked for any documents held by the plaintiff to be put in.

Plaintiff stated that the claim was for money lent and interest. The original amount of the loan was $110 and the balance consisted of interest on that sum.

Mr. Holmes admitted the note for $100 and an I.O.U. for $10, but disputed the remainder of the interest.

Mr. Holmes (cross-examining the plaintiff)—You had a note for $400 formerly which you sold to one Ghulbak Singh?—Yes.

That was in February last?—Yes.

Have you received any money from the defendant since February?—No

His Lordship—Have you received no money at all?—No.

Mr. Holmes—How do you make out the interest?—At the rate of $3 per month for nine months.

Are you suing on the promissory note?—The $17 is the interest on $100, and not on $10.

(To the defendant)—Did you sign those documents?—Yes.

Did you at any time promise to pay interest?—No.

His Lordship—He is entitled to 8 per cent.

Mr. Holmes submitted that the Bills of Exchange Ordinance clearly laid down the definition of a promissory note. If a person wished to claim interest on a promissory note, it was necessary to insert words to that effect in the note. Plaintiff was really trying to claim interest on a note which merely promised to pay $100 on demand. Interest could only be claimed if agreed upon between the parties or by custom.

His Lordship having consulted the law on the subject held that he was not satisfied that there had been any agreement for payment of interest. He entered judgment for the plaintiff for $110 only.

The plaintiff at this point murmured something which was inaudible.

His Lordship—I can't allow any discussion.

His Lordship then made an order for $10 a month, to be payable by instalments.

CLAIM FOR DAMAGES.

ALLEGED NEGLIGENCE BY JUNK-OWNER.

19th inst.

Before Mr. Justice Hazeland, Acting Puisne Judge, in the Summary Court this morning, J. W. Bestowe sued Lang Kin Ting to recover the sum of $500 as damages for alleged negligence by the defendant, a junk-owner. Mr. W. E. L. Shenton, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiff and Mr. P. S. Dixon, from Mr. R. A. Harding's office, represented the defendant.

His Lordship—How long will it take?

Mr. Shenton—I don't think more than an hour. The only thing required will be for the jury to assess damages.

His Lordship—Have you applied for a jury?

Mr. Shenton—Yes.

A day was fixed for the hearing of the action.

A SHORT (!) ACTION.

SOLICITOR'S HUMOUR AT THE SUMMARY COURT.

19th inst.

Before Mr. Justice Hazeland, Acting Puisne Judge, in the Summary Court this morning, P. Pickford sued Messrs. Palmer and Turner to recover the sum of $51.50. Mr. P. S. Dixon, from Mr. R. A. Harding's office, appeared for the plaintiff and Mr. R. F. C. Master, of Messrs. Johnson, Stokes and Master, represented the defendant.

His Lordship—How long will it take?

Mr. Dixon—It won't take more than an hour.

His Lordship (to Mr. Master)—Only an hour?

Mr. Master—My friend evidently knows more about it than I do (Laughter).

His Lordship—How long will it take?

Mr. Master—I don't know. My friend will have to prove his case.

The case was adjourned.

AN OPIUM CONFERENCE.

THE UNITED STATES' PROPOSALS.

Peking, August 6.

The following is the full text of the note addressed by the United States to the Powers that took part in the Shanghai Opium Commission of 1908, with a view to an international conference at The Hague.

***

Impressed by the gravity of the opium problem and the desirability of divesting it of local and unwise agitation, as well as the necessity of maintaining it upon the basis of fact as determined by the Shanghai Commission, the United States deems it important that international effect and sanction be given to the resolutions of the International Opium Commission, and to this end proposes that an international conference be held at a convenient date at The Hague or elsewhere, composed of one or more delegates of each of the participating Powers, and that the delegates should have full powers to conventionalize the resolutions adopted at Shanghai, and their necessary consequences. The Government of the United States suggests as a tentative programme, based upon the resolutions and proceedings of the International Commission, the following:—

(a) The advisability of uniform national laws and regulations to control the production, manufacture, and distribution of opium, its derivatives and preparation;

(b) The advisability of restricting the number of ports through which opium may be shipped by opium-producing countries;

(c) The means to be taken to prevent at the port of departure the shipment of opium, its derivatives and preparations, to countries that prohibit or wish to prohibit or control their entry;

(d) The advisability of reciprocal notification of the amount of opium, its derivatives and preparations, shipped from one country to another.

(e) Regulation by the Universal Postal Union of the transmission of opium, its derivatives and preparations, through the mails;

(f) The restriction or control of the cultivation of the poppy so that the production of opium will not be undertaken by countries which at present do not produce it, to compensate for the reduction being made in British India and China;

(g) The application of the pharmacy laws of the Government concerned to their subjects in the consular districts, concessions, and settlements in China;

(h) The propriety of restudying treaty obligations and international agreements under which the opium traffic is at present conducted.

(i) The advisability of uniform provisions of penal laws concerning offances against any agreements that the Powers may make in regard to opium production and traffic;

(j) The advisability of uniform marks of identification of packages containing opium in international transit;

(k) The advisability of permits to be granted to exporters of opium, its derivatives and preparations;

(l) The advisability of reciprocal right of search of vessels suspected of carrying contraband of opium;

(m) The advisability of measures to prevent the unlawful use of a flag by vessels engaged in the opium traffic;

(n) The advisability of an international commission to be instructed with the carrying out of any international agreement concluded.

Without attempting to prescribe the scope of the conference, or to present a programme which may not be varied nor enlarged, the Government of the United States believes that the foregoing suggestions might properly serve as the basis at least for preliminary discussion, and invites a formal expression of opinion not merely upon the topics outlined, but an enumeration of other aspects of the opium problem which may seem of peculiar importance to any participating nation. The United States considers it important that an exchange of views take place as early as possible before the meeting of the conference.

If the programme, as outlined, meets with the approval of the Government to which you are accredited, it will be highly serviceable that on some subsequent date—for example, on or before December 1 of the current year—the participating Governments' exchange their views, together with *such recommendations* and observations as occur to them. This course will not only facilitate the work of the conference and materially shorten its labours, but enable the Government of the United States to prepare in advance a definitive programme based upon the suggestions and views of the participating Governments.

You are therefore directed to transmit a copy of this instruction to the Minister for Foreign Affairs of the Government to which you are accredited, and at the same time to request that a delegate or delegates be appointed, furnished with full powers, to negotiate and conclude an agreement, provided that the Government to which you are accredited is favourable to the idea of an international conference for the suppression of the opium evil, as the result of the inquiries of the Shanghai Commission.

I am, Gentlemen,
Your obedient servant,
(Signed) ALVEY A. ADEE,
Acting Secretary of State.
—*N. C. D. News.*

CANTON DAY BY DAY.

HAGUE OPIUM CONFERENCE.

[From Our Own Correspondent.]—

Canton, 12th August.

H. E. Viceroy Yuan Shu Hsun has received instructions from Peking calling for a report on the result of the prohibition of opium smoking in the province of Kwangtung. It is learnt that the report asked for is required to enable preparations to be made for the despatch of a Chinese delegate to attend the forthcoming International Opium Conference to be held at The Hague this year.

TELEGRAPH FACILITIES

A proposal has been submitted to the Viceroy by the Commander-in-Chief, Chun Ping Chik, advocating the installation of a telegraph line connecting the city of Weichow with the port of Swatow for the convenience of communication. The Viceroy has approved of the proposal and has given instructions to the Imperial Telegraph Administration to instal the line.

COMMANDER-IN-CHIEF.

The Commander-in-Chief of Kwangsi, Lung Chai Kwong, who arrived here a week ago, on certain official business, left here again on the 11th instant to return to Kwangsi.

SOVEREIGNTY OF COLOWAN.

13th inst.

Upon receipt of information that over a hundred Portuguese soldiers are still stationed at Colowan, after the suppression of the pirates, H.E. Viceroy Yuan forwarded a telegraphic despatch to the Ministry of Foreign Affairs asking them to lodge a representation with the Portuguese Minister at Peking urging that the Portuguese soldiers now stationed at Colowan be withdrawn without delay on account of Colowan not being a recognised Portuguese concession, so long as the delimitation of Macao remains unsettled.

GAOL OUTBREAK.

A telegram has been received from the district magistrate of Ko Yiu reporting that at 9 p.m. on the 11th instant, the prisoners in the gaol in that district city mutinied and, as a consequence, seventy-six of them effected their escape by the western gate of the city. The cause of the mutiny has not yet been ascertained.

HOUSE COLLAPSE.

A newly built shop in Lin Fa Cheng street, inside the city, collapsed two days ago and one man was seriously injured.

RIVAL LOTTERIES.

The "Canton Shan Piu" tickets sell at 15 cents each, while the "Koo Lo Shan Piu" tickets sell at only 5 cents each. Owing to the keen competition of the cheap "Koo Lo" tickets in Canton, the monopolists of the "Canton Shan Piu" lottery have suffered considerable loss during the past months. The monopolists have therefore applied, on several occasions, to the high authorities for permission to reduce the price of their tickets to the same rate as that of their rivals, and not until yesterday have they been allowed to reduce the price of their tickets to 10 cents each.

CHEAP RICE.

The proceeds realised from the distribution of cheap rice in Canton for the three days on the 9th, 10th and 11th instant were as follows:—9th: Eastern Shed, $1,888.90; Western Shed, 2,670; Honam Shed, $2,174 and Wongsha Shed, $1,870. 10th: Eastern Shed, $4,490; Western Shed, $1,634; Honam Shed, $1,973 and Wongsha Shed, $1,560. 11th: Western Shed, $2,198.80; Western Shed, $3,915; Honam Shed, $3,240 and Wongsha Shed, $1,030. The amounts realised from the disposal of cheap rice to villagers during these three days were $2,649 $1,932 and $6 835 respectively.

PREPARED OPIUM REGULATIONS.

15th inst.

The Canton Government Anti-Opium Bureau now contemplates the extension of the operation of the so-called Prepared Opium Licence to Kongmoon, and expectant magistrate Yu Wo has been deputed by the Bureau to that port to investigate matters in connection with the proposal and to make arrangements for the opening of an office there to collect the tax on foreign raw opium on its importation from Hongkong.

GOVERNOR OF KWANGSI.

A telegram has been received from the Governor of Kwangsi Province, H.E. Chang Ming Ki, advising that he left Kwei Lin on the 15th instant for Canton and expects to arrive at Canton in the course of about ten days.

FERRY SERVICE.

A merchant named Chan King Son has submitted a petition to the Taotai for the Development of Native Industries applying for permission to run six steamlaunches for passenger traffic between Canton and Honam and for the exclusive privilege he undertakes to pay an annual sum of $10,000 to the Water Police Department and a further sum of $5,000 towards the funds for the establishment of the Canton Industrial Institute.

FLOODS.

A letter has been received by the Canton Charitable Institutions from the officials of Tsung Fa district reporting that, since the 10th instant, there have been torrential rains continuously and, in consequence, the water rushed down from the hills in great volumes with the result that the surrounding country has been under water. Many villages in the lower plains have been inundated and no fewer than a thousand houses have been swept away by the floods, and also a number of lives have been lost. The rice plantations were almost totally destroyed and a large number of cattle were carried away by the rush. Extensive damages have been inflicted in that district by the present floods both to lives and properties and in comparison are no less than those caused by the floods of last year. In the message the charitable people were earnestly requested to render prompt assistance to relieve the flood sufferers, who are now awaiting urgent help.

PIRACY.

A junk named *Man Wo*, plying between Hongshan and Shun Tak districts, was held up and robbed on the 12th instant by a gang of pirates when passing a place called Woog Yu Chung. The crew of the junk fought the pirates, but seven of their number were more or less wounded in addition to one of the passengers on board who was killed by the pirates. The case has now been reported to the Canton officials.

CANTON VICEROYALTY.

A Peking telegram states that H. E. Hsuh Shih Chang, at present President of the Ministry of Posts and Communications, is likely to receive the appointment as Viceroy of the Two Kwang Provinces in succession to H. E. Yuan Shu Hsun.

THE SPIRIT FARM.

16th inst.

The new native wine farm for the Kwangtung province came into force on the 8th instant. For this monopoly the farmers pay an annual rental of one million teals to the Government. The gentry of the whole province has now submitted an application to H. E. Viceroy Yuan Shu Hsun asking that the whole amount derived from the spirit farm be appropriated to make good in part the loss of the government revenue by the proposed abolition of the different gambling farms in Kwangtung.

GOVERNOR OF KWANGSI.

An Imperial Rescript is reported to have been received by the Governor of Kwangsi, H.E. Chang Ming Ki, commanding him to proceed to Peking to have an Imperial audience. The same Rescript further directs that, during the absence of H.E. Chang the Provincial Treasurer of that province, Wei Ching Tung, is to act as officiating governor of Kwangsi *ad interim* pending the return of H.E. Chang or until further notice.

FLOOD RELIEF.

Yesterday morning on receipt of the report that floods prevail in the Tsung Fa district, the Canton Central Relief Committee at once held a meeting, and later in the afternoon sent some of its members in company with two medical men, taking with them a sum of money and a quantity of foodstuffs, to proceed to that district to render assistance to the flood sufferers.

TANG SHAO-YI RECALLED TO OFFICE.

18th inst.

A telegram states that H.E. Tang Shao-yi has been recalled by the Imperial Government to the Government service and that he has been appointed acting President of the Ministry of Posts and Communications in succession to H.E. Hsu Shih Chang. Pending the arrival of H.E. Tang Shao-yi at Peking, Shun Wan Fui will be in temporary charge of office of that Ministry.

PROVINCIAL JUDGE.

The newly appointed Canton Provincial Judge, Yu Chung Wing, who arrived here some little time ago, proposes to take over the seal of office on the 24th instant.

LIKIN COLLECTION.

It is learnt from the Likin Department that the total collection of likin dues for the last six months of the last Chinese year, including the income from other sources during the same period, amounted to 2,374,500 taels.

FATAL ACCIDENT.

Yesterday morning a man, about sixty years old, was knocked down by a horse in Intong outside the Eastern gate. The unfortunate man was fatally injured in his body and succumbed to his injuries shortly afterwards.

ARMED ROBBERIES.

Recently, within a week's time, two cases of armed robbery occurred in Honam and one man was kidnapped by robbers. On being informed of these cases of robbery H. E. Yuan Shu Hsun was greatly annoyed that they should have taken place within so short a period and in a suburb of Canton. H.E. Yuan has severely reprimanded the Police officials on this occasion and ordered them that they must not fail to hunt down the culprits and to recover the kidnapped man in a specified period of time.

E. & A. "EASTERN" ASHORE.

NO DAMAGE EXPECTED.

The Eastern and Australian liner *Easton en route* from Australian ports to Manila, is ashore at Troadmount, between Thursday Island and Port Darwin. The news of the accident to the vessel was conveyed to Manila in a cable received yesterday, says the *Cablenews* of 11th inst., by Messrs. Macondray and Company, the local agents for the *Eastern*. The dispatch adds that the vessel sustained no damage and that she will be floated by August 15.

By the accident the vessel's arrival at Manila will be delayed about one week. She was due here on Monday, August 22, but will now be unable to make this port before August 29. The *Eastern* has aboard a large cargo of supplies and a number of passengers for Manila.

LANGKATS.

INTERIM DIVIDEND.

Attention is called to the advertisement of the Langkat Company, George McBain, general agent, which appears on the front page to-day, says the *N. C. D. News* of 15th inst. In our issue of yesterday, we inadvertently quoted the interim dividend in respect of the current year's working as 85 Tls. 5 per share. This should have read Tls. 15 per share.

The notice is as follows:—

MAATSCHAPPIJ TOT MIJNBOUW EN LAND-BOUW EXPLOITATIE IN LANGKAT.

Notice is hereby given that the division of shares in accordance with the resolution passed at the last meeting of shareholders has been sanctioned by the Dutch Indian Government

The company's books will be closed on the 5th day of October, 1910, and the certificates for new shares will be made out in the names of the persons on the register on the date according to the shares held on that date.

The certificates must be sent to Batavia to be stamped and then to Tandjong Pesoa to be signed by the Sumatra directors.

Accordingly it will be impossible after the 5th day of October to register any transfer until the new certificates are sent back to Shanghai and the books will have to remain closed until the 5th day of December, 1910, at the earliest and consequently no transfer can be registered from the 5th day of October to the 5th day of December, 1910.

By order of the Directors,
GEORGE MC AIN,
General Agent.

Shanghai, 13th August, 1910.

EXTRAORDINARY CRUELTY.

CHINESE BOY CHAINED IN DARK ROOM FOR A MONTH.

An extraordinary case of cruelty is to be prosecuted by the Singapore police. The defendants are a Chinese couple—Tan Ah Heng and his wife, Hee Ah Saw—who reside at 54 Temple Street, and who have an adopted son about nine years old. It appears that the boy had been in the habit of stealing small sums of money from his foster parents and, a month ago, for one such offence, the parents resorted to a drastic punishment which is now likely to bring a severe retribution in its wake.

It is alleged that they locked the boy up in a small room beneath the stairs of the house. The area of the room was four feet by three; it had neither ventilation nor light; and to add to the horror of the little prison they put a chain round the boy's leg and attached it to the padlock of the door. Once a day they took food to the poor child and thrashed him frequently. The facts evidently were not, or could not be, concealed and some more kindly disposed person informed the police. Detectives visited the house and, when they released the boy, his month's imprisonment had reduced him to a state of pitiable emaciation and collapse.—*Straits Times.*

THE *Achilles* will leave Southampton on Sept. 10, taking drafts out to Ceylon, Singapore, Hongkong, and North China, also invaliding with Colonels.

HONGKONG GYMKHANA CLUB.

EXTRA MEETING.

15th inst.

Postponed from the previous Saturday, the extra meeting of the Hongkong Gymkhana Club was held last Saturday. Although the weather looked threatening throughout the afternoon, the rain held off, and the racing was enjoyed by the fair number of spectators present. His Excellency Sir Henry May, Lady May and the Misses May were among those present. With the exception of Tomahawk's win in the handicap race, the results of the races in each case on Saturday were surprises. Mr. Johnstone, who was expected to win on Trewint and Odds On, was singularly unfortunate in not securing a single winning mount on Saturday. In the last race of the afternoon Sorosis, who was a starter, did not finish, as the pony went lame, and Mr. Hickman, his rider, had to dismount and lead his pony into the paddock.

The Band of the Buffs, under Mr. Hewett, was in attendance and added to the pleasure of the proceedings by discoursing pleasing selections of music.

The officials were as follows:—

Patrons: His Excellency Sir F. H. May, K.C.M.G.; His Excellency Maj.-Genl. R. G. Broadwood, C.B.; Commodore J. C. Eyres.

Committee: The Stewards of the Hongkong Jockey Club (Ex-Officio), H.E. Sir F. H. May, K.C.M.G., Capt. Dwyer, Messrs. J. Johnstone, H. J. Gedge, C. H. Ross, G. C. Moxon, and Major W. A. Eaton.

JUDGE: Major W. A. Eaton.

HANDICAPPERS: Capt. Dwyer and Major W. A. Eaton.

CLERK OF THE SCALES: Mr. C. H. Ross.

STARTER: Mr. H. J. Gedge

2ND STARTER: Mr. Marcus Slade.

TIME KEEPER: Mr. M. S. Sassoon.

Hon. Sec. and Treasurer: Mr. R. F. C. Master.

FIVE FURLONGS FLAT RACE. HANDICAP.—For all ponies which have started at Gymkhana meetings this season and have not won. Jockeys who won more than 5 races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Entrance fee $5. First prize: Presented. 2nd prize $25. (Entrance fees to go to winner)

Major-Gen. Broadwood's Rufus, 148lbs ..... (Heathcote) 1
Sir H. May's Moonbeam, 155lbs..... (Johnstone) 2
Messrs. Scarlett's and Potter's Nankin, 151 lbs ..... (Scarlett) 3
Mr. Ellis Kadoorie's Roumanian Chief, 154 lbs ..... (Master) 0
Mr. Blank's Sidier Dhu, 156lbs ..... Brice) 0
Mr. O. K.'s Yarboro, 151lbs ...(Klimineck) 0
Mr. John Bell-Irving's Younger Brother, 152lbs* ..... (Owner) 0
Mr. H. G. Marckwald's Hector, 140lbs ..... (Kremer) 0

*6lbs over.

There were eight starters for this race. Rufus looked in fine fettle as he issued out of the gate. To a poor start Rufus shot to the front followed by Sidier Dhu and Yarboro, Younger Brother was several lengths behind last. Within the first furlong Yarboro and Sidier Dhu exchanged places with the rest of the field in processional order. At the Rock Rufus still held the lead by several lengths from Yarboro, Moonbeam working steadily up from behind until, at the village, he got into third place. In the home straight, the leaders were Rufus, Yarboro and Moonbeam, idler Dhu striving hard to overtake them. Rufus' leadership was never threatened and he won an easy race from Moonbeam, a poor second, with Nankin third. Yarboro was not placed, and Younger Brother finished last.

Time: 1m. 10 sec.
Dividends:—Win $19.20.
Cash sweep:—

Ticket No.	11,	1st, $100.80
"	14,	2nd, $ 28.80
"	31,	3rd, $ 14.40
Commission		$ 16.00
Total		$160.00

THREE QUARTERS OF A MILE FLAT RACE. HANDICAP.—For subscription griffins of the seasons 1908-1909 and 1909-1910. Jockeys who have won more than 5 races in Hongkong, Shanghai and Tientsin penalised 5 lbs. Entrance fee $5. First prize: Presented. 2nd prize $25. (Entrance fees to go to winner.)

Mr. N. J. Stabb's Cobalt, 152 lbs ...(Master) 1
Mr. M. W. Slade's Trewint 155 lbs .. .. (Johnstone) 2
Mr. Ellis Kadoorie's Servian Chief, 158 lbs. (Hickman) 3
Mr. T. F. Hough's Cadrow's Fame, 154 lbs. (Heathcote) 0
Mr. Neilson's Walnut Tree, 151 lbs.† ..... (Owner) 0
Mr. C. M. Meyer's Insuar, 151 lbs.*...(Brice) 0

*11lb. over.
†7 lb. over.

After one false start, the field was let go with Insuar leading; it was a bad start. Almost immediately Walnut Tree shot ahead and settled down in front of Insuar second, Cobalt third, Servian Chief, Trewint and Cadrow's Fame last. The ponies negotiated the incline in processional order. Passing the Rock Master was in the van with Cobalt hotly pursued by Servian Chief, Insuar and Trewint, the favourite for the race. Johnstone called on his mount, who failed to respond. Cobalt was sure of the race and won by several lengths. Servian Chief was a bad third.

Time: 4 m. 38 sec.
Dividends:—Win, $23.30
Cash sweep:—

Ticket No.	52,	1st, $252
"	16,	2nd, $ 72
"	30,	3rd, $ 36
Commission,		$ 40
Total,		$400

ONE MILE DIVIDED HANDICAP.—LOWER DIVISION.—For all China ponies. Jockeys who have won more than 5 races in Hongkong, Shanghai and Tientsin penalised 5 lbs. Entrance fee $5. First prize: Presented. 2nd prize: $25. (Entrance fees to go to winner.)

Capt. Heathcote's Tomahawk 158lb. (Owner) 1
Messrs. Scarlett and Potter's Nankin 148lb. (Scarlett) 2
Mr. J. H. N. Mody's Victoria Rose 153lb. ... (Hickman) 3

A tame race. Tomahawk was the most fancied and won hands down from Nankin who beat Victoria Rose by a head.

Time: 2m. 16 sec.
Dividends:—Win 7.50
Cash sweep:—

Ticket No.	73,	1st, $315
"	1,	2nd, $ 90
"	28,	3rd, $ 45
Commission		$ 50
Total,		$500

ONE MILE DIVIDED HANDICAP.—HIGHER DIVISION. For all China ponies. Jockeys who have won more than 5 races in Hongkong, Shanghai and Tientsin penalised 5 lbs. Entrance fee $5. First prize: Presented, 2nd prize $25. (Entrance fees to go to winner.)

Mr. Ellis Kadoorie's Servian Chief, 149 lbs. (Master) 1
Mr. John Johnstone's Odds On, 157 lbs ... (Owner) 2
Capt. Heathcote's Hinton, 156 lbs. (Owner)* 3
Mr. H. G. Marckwald's Llama Chief, 146 lbs. (Owner)* 3
Mr. Dryasdust's Sorosis, 156 lbs. (Hickman) 0

* Dead heat.

There was an excellent start. Hinton settled down in front of Sorosis, Odds On, Llama Chief and Servian Chief, in the order named. This was the order first past the spectator's stand. At the back stretch Llama Chief drew level with Hinton and raced in partnership as far as the Football Stand when Hinton took the lead from Llama Chief with Odds On third. The same order was observed passing the Rock. At the village bend Hinton fell away and so did Llama Chief. Master spurted and Servian Chief drew level with Odds On; the two racing neck and neck into the home straight when the black pony proved himself the better of the two and won by several lengths from Odds On who was second. Hinton and Llama Chief finished level.

Time: 2m. 18 sec.
Dividend:—Win, $36.90
Cash Sweep:—

Ticket No.	63	1st	$368.55
"	30	2nd	105.30
"	104	3rd	26.32
"	17		26.32
Commission			58 50
			$585.00

The Buff's A Team.	The R. G. A. Team.
Major Eaton	Capt. Twiss
Mr. Potter	Capt. Finch
Mr. Crookenden	Capt. Loring

The Magpies.
Mr. C. H. Ross
Mr. R. M. Bishop
Mr. J. Johnstone

Mr. H. J. Gedge	The Buff's B Team.
Mr. G. C. Moxon	The Hon. P. G. Scarlett
Mr. R. F. C. Master	Mr. Davidson
	Mr. M. M. Brice

The Buff's "A" Team made a capital exhibition in carrying off all the three pegs in two successive runs and were awarded first place with 43 marks. The R.G.A. team was second with 40 marks; they carried two pegs in the first run and three in the following. The Magpies were given 34 marks for their two and 1 pegs respectively. Mr. Gedge's team managed to secure only 29 and the Buff's B Team 18 marks.

The position up to date is as follows:—R.G.A. 147, Mr. Gedge's 134, Buff's A 128, Magpie's 124, Buff's B 81.

S. M. S. "LEIPZIG."

ARRIVAL AT SHANGHAI.

Great interest was taken in the arrival of the German third-class cruiser *Leipzig* when she took up her moorings almost opposite the Customs House on Saturday morning, as she is one of the fastest if not the fastest vessel, seen up the river, reports the *N. C. D. News* of 8th inst. The *Leipzig* has a speed of twenty-three knots. Compared with vessels of the same class of other nations, this is high, and indicates the value that is now being attached to speed. Her displacement is 3,100 tons, and her draught is only 18½ feet, another important factor in the construction of men-of-war. She is really a modern vessel, for she was laid down in 1905 and launched in the following year, her cost being £254,500. Some comparisons may be interesting. The *Astræa*, also a third-class cruiser, has a displacement of 4,360 tons, and a draught of 19 feet, with a speed of but 19.75 knots. The *Flora*, a sister ship to the *Astræa*, has a slightly diminished speed; viz., 19.5 knots. In point of speed the *Leipzig* is exceeded by H. M. S. *Minotaur*, 23.01 knots, and H. M. S. *King Alfred*, 23.46 knots, but these vessels have not ventured up river.

ORDERS have been issued by the Admiralty for the cruiser *Astræa* to be recommissioned at Colombo, Ceylon, for further service with the China Squadron. The new crew will go out to Ceylon in the *Andromeda*, and the paid-off crew will return home in her. Captain Edward B. Kiddle has been reappointed to the command of the *Astræa* on recommissioning. He was appointed to the command of the cruiser last February.

HONGKONG AND WHAMPOA DOCK CO., LTD.

HALF-YEARLY REPORT.

13th inst.

The report and balance sheet for half-year, January 1st, June 30th, 1910, to be presented to the shareholders at the ordinary half-yearly meeting to be held at the town office, Queen's Buildings, on Monday, 22nd inst; at 12 o'clock noon, is as follows:—

Gentlemen—The directors beg to submit report and balance sheet, for half-year ended 30th June, 1910.

After paying expenses, interest, Crown rent, insurance, legal expenses, directors' and auditors' fees, and all charges, there remains a net profit, for the half-year's working of .....$ 16,174.14
Added to which is the sum brought forward from last account 132,765.92

Leaving available the sum of...$148,940.06

During the six months we completed 13 vessels consisting of steam launches, motor boats and lighters, also several marine boilers and a large amount of forgings and castings. Presently under construction we have 2 steamers, 4 steam launches, 2 motor boats, 16 railway carriages also a large number of marine boilers, four of which are for the s.s. *Hongshan*.

Service launch K13 has been sold at a profitable figure.

The work on No. 1 Dock Extension has proceeded rapidly, all excavation being practically finished. The Dock's dimensions are now sufficient to accommodate the largest ships visiting Hongkong.

It will be noticed that the sum of $211,000 hitherto standing at the credit of No. 1 Dock Extension Account, has been transferred to reserve, this being possible by the company having paid all expenses against the extension out of Revenue.

HENRY KESWICK,
Chairman.

Hongkong, 9th August, 1910.

BALANCE SHEET: 30TH JUNE, 1910.

Liabilities.

Capital 50,000 shares of $50 each, fully paid up.....		$ 2,500,000.00
Reserve fund		221,000.00
Marine insurance account		88,214.99
Sundry creditors ...		2,061,154.11
Balance of profit brought forward from last account .....$	132,765.92	
Profit for the half-year ending 30th June, 1910	16,174.14	
		148,940.06
		$ 5,019,309.16

Assets.

Value of Kowloon, Cosmopolitan and Aberdeen Docks, Buildings and Plant, including Floating Plant) as per last statements..	$3,507,559.89	
Amount since paid on account of additions to Plant.....	3,666.64	
		$ 3,511,226.53
No 1 Dock Extension Account.		
Amount paid as per last Statement.....	159,171.16	
Amount expended during six months —1st January to 30th June, 1910 ...	6,5965.85	
		215,137.01
Sundry Debtors.....		257,380.68
Amount expended on Work in Progress, as at 30th June, 1910, less Instalments received on account		144,413.22
Material in Stock, at Book Value.....		881,151.72
		$ 5,010,309.16

REVENUE ACCOUNT: 30TH JUNE, 1910.

To Interest .....$	56,764.20
To Rates and taxes	14,347.89
To Crown rent	4,073.05
To Insurance.....	1,351.21
To Directors' and auditors' fees.....	8,750.00
To Profit	16,174 14
	$105,460.49
By Net earnings	$105,460.49
	$105,460.49

Kowloon Docks, 6th August, 1910.

DESERTION FROM S.S. "CISSIE."

SEAMEN SENTENCED TO PRISON.

13th inst.

Before Commander Basil Taylor, R.N., Marine Magistrate, Joseph Smith Crane, master of the steamship *Cissie*, charged Timothy Murphy and George Robertson, seamen, for deserting from his ship on the 12th inst., in the waters of the Colony.

Captain Crane stated that the defendants were apparently dissatisfied with the ship. He tried to sign them off on arrival here on the 10th inst., but the shipping master refused to do so, on the grounds that they had not enough funds in hand or due to them to support them. He told the men that, and they then refused to go any further in the ship. They asked him to take them ashore in his sampan. He refused to do so. When he returned on board last night at 6 p.m. they had gone. He did not know whether they took their effects with them. They did not return to the ship.

First defendant (to the master):—Why did you give us money to go ashore with?

Complainant—Because you had been worrying me for an advance for a long time. I didn't have any funds until yesterday when I gave you a small sum.

Comd. Beckwith stated that he was on board the *Cissie* this morning. He asked about the defendants and found that one had taken all his effects with him and the other had given all his clothes away.

The first defendant did not want to go any further in the ship. He did not get on with the master and mate.

The second defendant refused to go any further in the ship so long as the master's wife was on board. She accused him of throwing a man overboard.

The defendants were found guilty and sentenced to three weeks' hard labour.

RETURN of visitors to the City Hall Library and Museum for the week ending the 17th August, 1910:—

	Library	Museum
Non-Chinese	355	156
Chinese	155	1,879
Total	510	2,035

NOTES BY THE WAY.

THE LATEST IDEA OF RAIN.

The rain which burst with a vengeance in the early hours of Friday morning, besides augmenting the ever-diminishing water supply of the Colony, had also the unexpected effect of increasing my knowledge of popular superstitions, which are such a prominent feature of humanity, both among progressive and uncivilized races. The latest idea regarding Jupiter Pluvius has emanated from the intelligent brains of that no less intelligent individual commonly known as the house-boy, and as, unlike a good many of my fellow-creatures, I am loath to keep the good fortune to myself, I pass it on to my readers as food wherewith to replenish their ever-expanding knowledge. On the authority of the individual in question, it would appear that every time old Jupiter lets loose his heavenly hosts, the phenomenon is nothing more or less than a spirit of vengeance evinced by the terrible God of Revenge. The thunder-storms are the work of that same Deity, who, by way of a wrathful demonstration of the Colony's wickedness occasionally seeks to proclaim his anger by hammering on the floor of Heaven with a terrible instrument. Then again, when his anger has been appeased a bit, the supreme one above sends down huge bucketfuls of water in order to wash out the final stains left on Mother Earth by the general wickedness of her inhabitants. It strikes me that one solitary specimen of those wonderful buckets would fetch a fortune at Christie's but I fancy like all the other things which are extolled to the skies by devout missionaries as pertaining to no less a place than Heaven, the existence of the heavenly receptacles is the work of an imagination which is inclined to soar into ethereal flights.

THE STORY OF THE CABBAGE.

This bucket question reminds me of an equally wonderful cabbage which at one time is said to have existed in America. A party of Americans were gathered at the bar of a certain grog-shop in New York City, when the talk drifted to strange natural phenomena. "Why," said one whose reputation for a wholesale retailing of tall yarns was greater than his efforts towards veracity, "I was once shown a cabbage as big as this 'ere bar-room and no mistake about it." Whereupon the other said: "That's nothing. I once saw a kettle as big as a church." "Goodness gracious!" exclaimed the first speaker. "What earthly use could there be for such a kettle?" "Why," calmly retorted the other, "to boil your cabbage in." Collapse of first speaker.

WANTED—TRAFFIC.

My allusions to the week's downpour of the much desired rain are by no means over. Without beating about the bush, I shall proceed to the point at once. As is well known, a systematic regulation of traffic in Hongkong is, to all intents and purposes, an unknown quantity, but in no part of the city is this absence of order more apparent than in the vicinity of the Post Office. At any time the state of affairs in the most congested part of the city is bad enough, but it is doubly so on a rainy day, such as has characterized the past few days, when the least disorder of traffic on the public foot-paths by a single individual is necessarily highly inconvenient to the others, particularly at a moment of a sudden vicious downpour when the victim, before he can have time to dart into an adjacent doorway, stands a good chance of being drenched to the skin, owing to a general blockade on all sides, which effectually stays his progress. Only yesterday, I saw two natives of the stamp-hunting variety sustaining a dispute with remarkable vigour, right in the middle of the pavement, umbrella and all, to the detriment of the general traffic, the whole width of the pavement being occupied by the wild gesticulations of the contestants. Meanwhile, a swaggering Sikh constable calmly looked on with a gentle expression on his face or, if I am not correct in saying that the worthy fellow deliberately refused to do his duty, he must surely have been staring into vacancy, which makes one mildly wonder as to what earthly use there can be for these Indian guardians of the peace. Surely not for the sweet sake of ornamentation. It would on the other hand be far more consistent with good sense to preserve them in glass-cases as sturdy sons of India for the glorification of their native land. And it is not so long ago either that I was treated to the edifying sight of a perambulator with a child in it being pushed along the pavement in one of the busiest parts of Queen's Road by a sleepy amah who refused to believe that she was making herself a general nuisance to everybody. Such a thing is only possible in Hongkong. Could not one of the unofficial members of the Legislative Council, if by any chance he comes across these lines, ventilate the matter before the suspicious body of which he is a member? I don't know if there exists in the Colony such an Ordinance as that providing for the regulation of traffic. If there does not exist one, some such measure needs to be framed in the interests of the Colony's good name, but if there does exist one, as is most probably the case, it needs amending very badly. The regulation of the traffic, assuming there is any regulation at all, as conducted at present is certainly capable of considerable improvement. For instance, with the prevention of such daily occurrences as natives slouching about in front of shop-windows with their huge, wide-brimmed hats adorning their heads, coolies with bulky loads jostling the pedestrians into the side-channels *et hoc genus omne* the authorities will at the same time prevent visitors from making the Colony a laughing-stock among prospective tourists and save the residents the painful necessity of continually having shafts of ridicule flung at them. Why can't the authorities bring the Colony into line with other civilized cities in the matter of its traffic? The unofficial members of the Legislative Council are not appointed as the representatives of public opinion for the sake of their amusement but plainly for the purpose of public utility and if they fail to take up this pressing question very soon, then their appointments will surely deserve the title of a screaming farce.

REGISTRATION OF PARTNERSHIPS.

At the conclusion of a certain civil action before the Chief Justice the other day, the jury in whose hands was entrusted the trial of an issue as to whether the defendant in the action had or had not been a partner in a certain shipping enterprise, since defunct, on which issue the whole case turned, returned a verdict in favour of the plaintiff and added to their verdict a recommendation emphasizing the fact that there should be compulsory registration of partnerships. The recommendation in question is by no means the first of its kind, as the Chief Justice explained that suggestions of a similar nature had been made on former occasions. Having said that, the Judge concluded by informing the jurors that their recommendation would receive due consideration, but in spite of the fact that the learned legal luminary refrained from expressing any further views upon the subject he left a distinct impression upon the minds of his auditors from which it was to be inferred that it was a case of everybody's business being nobody's business. Now to the most superficial observer of men and things and particularly the dark ways of some tradespeople it must be clearly apparent that the absence of compulsory registration of partnerships is capable of inflicting considerable hardship upon business circles. In fact, it is one of those legal anomalies which seems inconsistent with the recognised principle of British justice. But that is no reason why the civil law of the Colony should not be so modified as to ensure justice and equity being dealt out to those who are most in need of them, but who are frequently confronted with a legal topsy-turvydom of the most exasperating type. A certain genius once said something about the law being an ass. He was perfectly right. It is to be hoped, however, that the delays of the law will not be exercised in the present instance.

[QUATTERS' (?) LODGINGS.

A certain Government official, who is certainly not blessed with a princely salary, has been bewailing to me the high cost of living and particularly the wasteful excess of the Government in certain respects and their cheese-paring methods in others. For some time past, it appears, a number of these lowly individuals have been turning over in their minds the question as to whether it would be a politic step to spring a deputation on the Government asking for some land on which matsheds could be erected for their accommodation in view of the excessive rents prevailing. I have also a vague recollection of an allusion to roads being macadamized by the authorities, only to be washed off by a sudden deluge. I have not been able to ascertain the real object of my informant beyond the fact that a certain amount of his salary has to be contributed to the Widows' and Orphans' Fund, the rest being swallowed up in rent and other household expenses. Doubtless, the gentleman has in view the amelioration of the conditions obtaining among subordinate Government officials but it would require a positive genius to bring into existence that desirable state of affairs. That genius yet remains to be born.

CASUAL CRITIC.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE INDIAN EMIGRANT.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Very few people in Hongkong know of the existence of a set of downright merciless Indian sharks whose avocation is to prey on their helpless and weak fellow-Indians under the disguise of immigration brokers, while the Governments of India and Hongkong are either in a state of torpor or neglecting a plain duty to allow this practice to continue.

It must be remembered that the educated Indian native is the brightest living creature the world is proud to possess, but his brother of the cultivation class is just the contrary; his knowledge is limited to this point—"Go to America and hoard as much gold as human toil will permit." Being anxious to improve his condition, he disposes of almost everything he has at home in order to make up something like £20. He sets upon his journey in a hurry regardless of everything that concerns his comforts; travels on the Indian railways, reaches Calcutta, takes his passage and after twenty days, finds himself in Hongkong, which he believes is half of the journey to San Francisco. It is here at Hongkong that the poor fellow is allured and duped by a dirty trick. It is here where he is induced by his brother sharks that he must continue the journey once he passes the doctor's examination, although his physical conditions are far from being suitable to meet the requirements of the United States medical regulations. His dupes continue to give him every possible encouragement until they ship him and get their brokerage. He is shipped to San Francisco, and after a close examination he is rejected and told that he has to return by the steamer that brought him. Imagine, then, Mr. Editor, the extent of his disappointment after having spent almost all his money to be told that America does not wish to have a set of miserable paupers who have been crushed by miserable neglect to make suitable men of them. After a month the unfortunate Indian finds himself back at Hongkong with nothing whatever to live on, nothing except a few pieces of wretched clothing and a box which holds them. Here he becomes a subject of pity either in the Hindu Gaidwara or in the Mohametan mosque and his dupes now direct him to return home by the best means he possesses or can obtain from others.

All these trickeries and wiles are practised on the British subject and the Governments are inactive.—Yours, etc.,

AN EXILE.

Hongkong 13th August, 1910.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—I wish to ventilate a grievance through the courtesy of your columns if you will allow me a short space. As a family man living at Kowloon I have good cause for complaining against the habitual practice of certain *syces* in charge of ponies on the peninsula turning them out to grass on the much-frequented roads at Kowloon. I don't suppose the practice is authorized or even countenanced by the owners of the animals. The fault, of course, lies with the irresponsible *syces* who are too lazy to take proper care of their charges in the absence on business, or duty, of their owners.

It is quite a common sight to see three or four horses roaming about at random and where there is a patch of green grass in the public roadways on this side. The animals easily take fright, especially if a barking dog is behind them. Then the sight is not uncommon of the ponies dashing down the road at a furious pace with just a long rope round the neck and a piece of wood attached to one end of it. As often as not a number of little children are sent out on the road in charge of Chinese amahs who, at the sight of the runaway, take to their heels and leave the "little 'uns" to their own tender mercies. It is quite possible that the children, too young and helpless to get out of the ponies' way, may some day be trampled under the hoof of the ponies, and it will then be too late. There is poor satisfaction in seeking then to saddle the blame on the *syces* who will be *non est*. Prevention is always better than cure, and the means to prevent any accident is to do away with the reprehensible practice I wish to bring to public notice. I hope the persons concerned will deem the matter of sufficient public interest for the residents in Kowloon to see that the turning out of ponies to grass on the King's highway be stopped for good in future.—Yours, etc.

SHAFARER.

Hongkong, 15th August.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kidourie & Co. write on 12th inst.—Our local market continues dull with very little business passing.

Rubber.—In consequence of reported sales of Plantation sheet last Tuesday as low as 6/9 per lb the share market experienced a sharp fall in prices all round, some shares having recorded a drop of as much as 30 per cent. on quotations of a week ago. As we write London advice come stronger, with an advance in Fine Hard Para of 1/ per lb. making quotation 8/10.

Banks.—Hongkong and Shanghai Banks continue very steady with buyers at $910, several sales at this price having occurred during the week. The price at home is unchanged at £80 10/. Nationals rule firm with small sales at $78.

Marine Insurances.—Cantons are offering at 72½ and it might be had at a slightly lower rate. Unions are also ruling weak and with a firm offer could probably be obtained at $840. North Chinas have been dealt in at Tls. 115, and more shares are wanted. Yangtszes are slightly easier with sellers at $200.

Fire Insurances.—China Fires have changed hands at $110. Hongkong Fires are unaltered, with shares offering at $350.

Shipping.—Hongkong, Canton and Macao Steamboats are in demand at $31½ ex the dividend of $1½ paid on the 9th inst. Including the amount of $10,765 carried forward from last half year, the sum at credit of profit and loss account amounts to $143,576.21. The dividend of $1½ paid on the 9th inst. absorbs $100,000. A sum of $18,000 has been written off the book value of the steamers, $5,000 off wharves and properties, and $1,500 is transferred to the depreciation and insurance fund, leaving a balance of $18,076.21, to be carried forward to the new account. Indo Chinas have further receded and after sales at $53 are now offering at $61. Douglas Steamships are offering at the reduced rate of $37. Star Ferries are also weak with sellers at $14 and the new shares are obtainable at $12. Shell Transports are slightly stronger and according to latest advice from London, are quoted there at 95/6. Sales have been effected locally at 95/-.

Refineries.—China Sugars continue very quiet with small sales at $167. It is reported that an interim dividend of $5 has been declared.

Mining.—Raubs have been in good demand and a fair business has been transacted at $7½. Chinese Engineering and Mining Co. are offering in Shanghai at Tls. 16.

Docks, Wharves, and Godowns.—There has been some inquiry for Hongkong and Whampoa Docks and sales at $55 and $51 have taken place. Shanghai Docks have weakened to Tls 76. Hongkong and Kowloon Wharves have been dealt in at $51½. Shanghai and Hongkew Wharves are easier with sellers at Tls. 76.

Lands, Hotels and Buildings.—Hongkong Lands have again been placed at $981. Humphrey's Estates are offering at $8½. West Points have been placed at $39½ and Kowloon Lands at $32. Shanghai Lands have buyers in the North at Tls. 112.

Cotton Mills.—Hongkong Cottons have been sold at $5. Ewos have fallen away considerably and are now quoted at Tls. 110. Other Northern Mills are unchanged according to latest mail advices, viz: Internationals, Tls. 62 Lau Kung Mows, Tls. 68½ and Soy Chees, Tls. 240.

Miscellaneous.—China Borneos have been ruling weak and are offering at $2. China Providents can be placed at $8. Hongkong Electrics have buyers at $20. Dairy Farms can be had to a small extent at $19½. Green Islands have further weakened to $5½ sellers. Hongkong Ices continue in demand at $135, and Hongkong Ropes at $21. Union Waterboats are inquired for at $7½. Pulps are offering at $30. Langkats are quoted in the North at Tls. 1,350 and and Sumatras at Tls. 155, there are sellers of both stocks.

Exchange.—The Bank's drawing rate on London is 1/9 7-16 on demand and the T.T. rate on Shanghai is Tls. 74½.

MORPHIA SMUGGLING.

At a conference held in St. Cuthbert's Hall, Edinburgh, on Friday last of delegates to the World Missionary Conference and representatives of anti-opium, temperance, and other organizations, Dr. Main, Hangchow, said that for twenty-eight years he had been working amongst opium smokers. A great danger which the missionaries had now to combat in connection with their work was that the people were taking, in order to cure them from opium smoking, pills containing morphia, and they were thus becoming morphia-eater. This morphia in these pills was manufactured in Edinburgh. They should see that the morphia manufactured in Edinburgh was not smuggled out. It went out to Shanghai labelled as kegs of bicarbonate of soda. He was informed that most of the morphia that found its way to China was manufactured in Edinburgh. It was a disgrace to civilisation, and they ought with one heart and soul to see that something was done against this awful thing. (Applause.)

THE MANUFACTURERS' REPLY.

Main's complaint, it has been ascertained by inquiries in medical circles, is no new one. But it was stated emphatically that while practically the world's supply of morphia is manufactured in Edinburgh, there was no special significance in the fact that it found its way to China, as this morphia was not exported directly by the manufacturers, but bought by British dealers, who, of course, could dispose of their purchases as they liked. It was also emphasized that the manufacture of morphia was a perfectly legitimate business and the greater part of it was used for medicinal purposes, being exported to customers all over the world.

As regarded the second allegation made by Dr. Main, viz., that morphia pills "went to Shanghai labelled as kegs of bicarbonate of soda," the manager of one big Edinburgh firm laughed when the statement of Dr. Main was shown to him. He said that he had been for a great number of years in the business and never heard of such a thing. In any case, all drugs exported from this country had to be declared at the Customs, and their value given. Now a wrong declaration, of course, would lead to confiscation of the property. Extensive smuggling of this description in the twentieth century was absolutely impossible. The value of morphia per ounce was equal to a ton of bicarbonate of soda. It was not likely, therefore, that an expensive drug such as morphia would ever be exported in such a guise. The real grievance, it was explained fully by another gentleman familiar with the trade, lay with the dealers who bought the morphia in Edinburgh and disposed of it as the demand suggested.—*The Scotsman*, July 2.

It is with deep regret, says the *Hankow Chronicle*, that we have to record the death of Captain Vipan, whose body was found [illegible] in charge on Sunday morning [illegible] pontoon at Hankow. [illegible] man, who came out [illegible] was suffering from [illegible] quitted away this morning [illegible]

AT the conclusion of the Naval Manœuvres new crews will be selected at the Naval Depot, Chatham, for passage to China, to join the sloops *Cadmus*, Capt. H. L. P. Heard, and *Clio*, Commander C. T. Barrett, which will be paid off at Hongkong, where they were joined by their present crews on Sept. 14, 1908. Commander H. Lyons will succeed Capt Heard in the command of the *Cadmus* and Commander H. A. Veale will succeed in the *Clio*.

The Opium Imposts at Canton.

VICEROY'S LATEST MOVE.

OPIUM OFFICE FOR KONGMOON—BRITISH GOVERNMENT PROTESTS.

16th inst.

The latest phase of the trouble created by H.E. Viceroy Yuan Hsi-shun in connection with the opium imports into Canton would appear to make the situation graver than ever. As will be remembered, on the 7th of June last, the Viceroy at Canton promulgated new regulations under the Prepared Opium Laws whereby an additional import tax of $ on per chest was levied upon so-called prepared opium (in reality raw opium in transit) in direct breach of the Chefoo Convention. Strong representations were at the time made by the British merchants of Hongkong against this breach of the Convention, and as a result the Government took up the matter and an official protest was lodged with the authorities at Peking, so far, however, without any apparent effect. And now the latest move

IN THE GAME,

as we are informed by our Canton correspondent, is the proposed establishment of an Opium Office at Kongmoon for the collection of the increased dues on raw opium imported into that Treaty port. As will be seen from our Canton correspondence, also, Expectant Magistrate Yu Wo has been appointed Collector to control the Kongmoon Opium Office.

Since our receipt of the foregoing information from Canton this morning, we have interviewed a number of Hongkong gentlemen connected with the opium trade in order to obtain, if possible, confirmation of our news from Canton; but, so far, the Hongkong merchants had received no advices from their Canton offices announcing this latest move on the Viceroy's part.

But we are aware, as a fact, that the Viceroy has established a cordon of collecting offices from Swatow down to and including the West River ports, and in these circumstances the importance of making Kongmoon the centre for the collection of the

OPIUM DUES

can hardly be minimised. It may be within public recollection that last year when the opium importers in Canton attempted to defeat the regulations then sought to be introduced, opium was not at all imported into the Province by way of Canton, as had been the practice hitherto. The drug as usual was bought in the Hongkong market and shipped by way of Sainam on the West River into the consuming districts, so that the fee which should have been paid at Canton became practically a nugatory impost.

Recently, there has been some talk to the effect that, in spite of the extreme vigilance exercised by the authorities at Macao, opium has been smuggled by way of Kongmoon. So it is no doubt to preclude the chance of his being deprived of the duties on the so-called prepared opium—but really the raw article while in transit—that the Viceroy has determined on the opening of this new Opium Office at the Treaty port of Kongmoon. We have already seen that on the 15th July last similar trouble was created

AT SWATOW,

which port at once attained notoriety by reason of the seizure there of a chest of opium shipped from Hongkong to a native buyer up there. That opium was protected by a permit granted under the additional articles of the Chefoo Convention and payment of this enhanced tax was refused accordingly, as the conventional certificate secured immunity from all further taxation while the opium was actually in transit.

Since the Swatow seizure, two other flagrant cases of a breach of the Chefoo Convention have been brought to our notice. The first relates to the seizure and confiscation of 20 bales of Patna opium, upon which the maritime duty had been paid but which nevertheless was seized just outside Samshui Customs Station because of the owner's failure to pay the additional new tax.

A MORE FLAGRANT CASE

still, however, was the confiscation of two chests of opium—one of Patna and one of Benares—which were seized at a place called Suntong while in actual transit on a Hongkong owned junk (No. 759) carrying a licence issued from the Harbour Office of this Colony. Duty and *lekin* had been paid to the Kowloon Customs Station at Hongkong.

The opium was actually examined at the Taichen Customs Station, just outside the boundaries of the Colony, and declared to be in order, yet on arriving at Tsang-sing it was seized and confiscated by the Opium Office, who do not deny the fact that the two chests on board the junk had paid on them the duty imposed under the Chefoo Convention but claim that the seizure by the monopolists' subordinates was justified as the additional licence of $300 per chest had not been paid on them.

This high-handed action was bad enough in all conscience, but there is worse to follow, for after being called upon to witness the confiscation of his property the unfortunate owner was summarily arrested and taken

IN CHAINS TO CANTON

under an armed escort. From this unjust and ignominious custody he ultimately contrived to obtain his release by signing a bond guaranteeing the payment of a heavy fine. This man has since come to Hongkong and laid his case before the opium merchants in the Colony with a view to obtaining redress and restitution.

Two still more recent cases of unjustifiable breaches of convention have been brought to our notice to-day.

At Samshui on the 8th instant occurred the closing up of an opium hong and the infliction of a fine upon the owner for selling opium without reporting to the monopolists, although the owners of the hong asserted that the sales in question had been effected before the enforcement of the new regulations. The second case occurred at Shiu-hing

ON THE WEST RIVER.

The hong was searched, the licence taken away and subsequently withdrawn, and the hong closed until such time as the owners should pay the monopolists' extra fee on eight chests of opium that had been sold. In this instance, as in the Samshui case, the contention of the owners was that the opium had been sold before the new regulations came into force.

There is no occasion for us at this juncture to reproduce again the articles of the Chefoo Convention which provide that opium in transit shall have absolute immunity from further taxation. These articles are now quite familiar to those having any interest at all in the opium trade. Their very familiarity establishes the conviction that the Treaty has been infringed not in spirit alone but that it has been grossly violated in the very letter of the understanding.

BRITAIN'S OFFICIAL PROTESTS.

The reports of the first two unwarranted seizures recorded above reached Hongkong on the 9th instant. We are given to understand that on the receipt of the news the British merchants in Hongkong made adequate representations to the Chamber of Commerce as well as to His Excellency the Officer Administering the Government, recounting the circumstances attending those specific violations of the Opium Treaty with China.

To the credit of the Chamber of Commerce and of the Colonial Government it has to be recorded that very prompt representations were made to Peking and to the

FOREIGN OFFICE IN LONDON.

The outcome of these further representations on what is becoming an extremely vexed question has been the receipt of a telegram by H.E. Sir Henry May from Earl Crewe, Secretary of State for the Colonies, to the effect that the Government of China have seen fit to appoint an official—from the Waiwupu, we may presume—to confer on the matter with the British Charge d'Affaires at Peking, Mr. Max. Müller.

Our Acting Minister at the Capital has been well posted up in all that concerns the Canton opium tax and, apart from the knowledge which he has derived from telegraphic and written despatches from the Chamber of Commerce and the local Government, it is not at all improbable that he will receive further instructions to act in the matter from Sir Edward Grey, at the Foreign Office, defining the line of policy to be pursued in the diplomatic negotiations that are pending with China concerning the opium trade.

THE VICEROY'S ATTITUDE.

As showing the determination of the Viceroy of Canton to give effect to the obnoxious opium regulations we append a translation of a despatch addressed by him to the Commissioner of Customs at Kungpak invoking his assistance in effectually carrying out the regulations, so that at every Customs Station now there will also be established a *lekin* office under vice-regal authority:—

Canton Viceroy to Commissioner of Customs.

I received a letter on the 28th day of the 6th moon from the Kwangtung Anti-Opium Bureau which says that their Inspector stationed at Chinsan (near Macao) reports to the Bureau that the Kwang Yuen Opium Farmer has already opened a branch office there and has deputed an officer there to collect the tax on opium. But the condition of affairs at Chinsan is quite different from that at Canton and its suburbs. Chinsan is quite near to Macao and the raw opium dealers are not subject to inspection. The raw opium dealers and consumers at Chinsan and its vicinity will all go there to buy raw opium in retail and prepare them clandestinely so as to avoid the payment of the tax to the Opium Farmer [Kwang Yuen]. If steps be not taken to stop this state of things it will hinder the progress of the opium suppression policy. The Chinsan magistrate has now consulted with the principal merchants and officers deputed by the Opium Farmer regarding this affair. They have decided to establish an inspecting station outside the Chinsan city gate and another station at Malochow, besides commissioning a patrol boat to cruise the waterways around Chinsan. The raw opium dealers and prepared opium dealers must obtain licences. If they want to go to Macao to buy raw opium, they must first go to the inspecting station and show their licences. After examination they will be allowed to proceed to Macao to purchase the drug. When they have bought the opium they have again to repair to the inspecting station and report the quantity they have bought. If they have no licences they are not allowed to go to Macao to buy opium. As regards the consuming public they must apply for permits to buy raw opium as well as to prepare opium before they are allowed to import the drug into the interior for preparation. This is done in order to prevent smuggling.

"As this matter concerns the important policy of opium suppression, we, the Anti-Opium Bureau, deem it expedient to report the matter to your Excellency for approval and at the same time we beg you to direct the Chinsan magistrate to issue a notification for the information of the public and instruct the Customs' officials at Kungpak concerning the same."

The matter has been thoroughly gone into by the high officials in Canton and they are all agreed that the measures proposed to be adopted are proper and fitting.

"We, the Anti-Opium Bureau, have now to beg your Excellency to take the matter under consideration and should you approve of the course to inform the Customs' Commissioner at Kungpak."

The above course having been approved by the Viceroy, His Excellency has accordingly instructed the Customs' Commissioner to the foregoing effect.

MODERN PIRACY.

THE COLOWAN AFFAIR.

To read the reports that have come recently from Colowan Island and Canton makes it very hard to realize that this is the year of grace 1910 and not that fine old age when Captain Kidd and others of his ilk roamed the seas. The Colowan affair was such an extensive piece of piracy that it amounted almost to insurrection. Nearly 2,000 troops and upwards of a dozen gunboats were occupied for a fortnight in surrounding and carrying the stronghold of the pirate band and running down the fragments after the main gang had dispersed. Under all ordinary circumstances it would be imagined that the drastic measure taken against the Colowan pirates would have discouraged the whole enterprise for a time but scarcely in the clean-up finished before Canton reports a dashing instance of piracy. Seventy-eight pirates swooped down upon a merchant, guarded by an escort of troops, killed a number of his party and got away with all his money, all his opium and all the guns of the guard. And this sort of thing has been going on for ages in the neighbourhood of Hongkong, Canton and Macao. The main waterway between Hongkong and Canton is infested with pirates and rarely a month goes by without a more or less serious raid. The regular river boats are all armed for defence and for that reason are not molested but smaller craft are jumped and looted whenever they expose themselves.

Just how long this astonishing condition will be permitted is hard to say but there is a movement now for a general drive against pirates. Hongkong has discovered that piracy hurts business and while its control is limited to British territorial waters it has a large and important interest in the waterway to Canton, over which much of its trade passes, and the British government will soon be found pressing China for action. China entered the Colowan affair with surprising energy—an energy that is probably explained by the desire to carefully limit the extent of Portuguese territory and authority—but there is an equally bad situation very close at hand that calls for the same treatment.

One of the possibilities of the situation is international action and if the mosquito fleets of the powers in Chinese waters are ever turned loose they will make short work of the business.

The Philippines used to have a merry little main of their own but the craft of piracy has fallen into decay and the old haunts of the pirates are now so quiet as to be positively dull. Minor pirates try their hands occasionally but the gunboat at sea and the Constabulary on land have really killed the sport in these parts.—*Manila Times.*

TOKRANGIE RUBBER CO., LD.

STATUTORY MEETING.

15th inst.

The statutory meeting of the Tokrangie Rubber Co., Ld., was held at the office of Sir H. N. Mody this afternoon. Sir Hormusjee Mody, chairman of directors, presided. There were also present:—Messrs. H. Pinckney, A. Denison (directors), E. J. Grist, G. C. Moxon, H. Percy Smith, A. L. Stein, S. G. Newall, J. W. Taylor, and M. Reader Harris (secretary).

The Secretary having read the notice of the meeting.

The Chairman said:—Gentlemen,—As this is the statutory meeting only, there is no particular business to transact except the election of one director in the place of Mr. H. Pinckney who retires by rotation and offers himself for re-election. As you will see by the report of Messrs. Denison and Wilkinson, several copies of which are on the table, work is proceeding on the estate in a very satisfactory manner. Lately our manager, Mr. Thomson, visited several estates on which rubber and robusta coffee have been planted and he is satisfied that in the rich soil of Sumatra both crops grow exceedingly well together. He also reports that labour continues to come in freely and he does not anticipate any difficulty in obtaining an adequate supply in the future. In addition to the 120 Battaks employed in cutting jungle there are now on the estate about 250 Chinese, Kling and Javanese coolies. Some 150,000 coffee seeds have been planted in the nurseries ready for planting out in the late autumn. In his last letter dated 17th July Mr. Thomson reports that the Battaks will finish felling the jungle for this year's block of 700 acres in three weeks from date, and we have to congratulate the management on pushing on with the work so quickly. There is nothing further occurs to me beyond what is in the report, but if any shareholder desires information the directors will be glad to give it.

Mr. Stein said that he had heard a great deal of adverse criticism of planting tobacco before rubber and inquired if the directors were satisfied as to the advisability of adopting that plan.

Mr. Denison replied that, from his experience of Sumatra, no harm was done at all to the soil. Rubber grows on tobacco land just as well as on virgin soil. No injury was done to the soil for rubber planting after a crop of tobacco.

There was some further conversation among the shareholders, at the end of which,

The Chairman said:—There being no further questions, I beg to propose the re-election of Mr Pinckney as a director of the company, and shall be glad if some one will second the proposal.

Mr. Moxon:—I have much pleasure in seconding.

Carried unanimously.

The Chairman:—That is all the business of the meeting, gentlemen. Thank you for your attendance.

RUBBER CULTIVATION IN THE EAST.

A CHAT ON PLANTATION RUBBER.

The N.D.L. liner "Vorck," which arrived in Ceylon from the Far East, brought back to Colombo Mr Harold Armstrong, who was here as recently as January last, and is returning home by the "Warwickshire" after a six months' tour in the F.M.S. Java and Sumatra. Mr Armstrong, who, for a good many years, represented Messrs Bailliard & Co., the well-known firm of commission merchants, in Riveralta, Bolivia, explained to a representative of the Times of Ceylon, that his visits to the F.M.S., Java and Sumatra were made with the idea of engaging in the planting industry, but unfortunately, he just struck the 'boom' and prices being against him, he took no steps to carry out his idea. At the same time, knowing all there was to be known about the South American rubber trade, Mr. Armstrong was naturally eager to study the plantation rubber industry and compare it with his former "business" of collecting wild rubber in the upper regions of the Amazon.

Speaking about his recent tour, Mr. Armstrong said he was much impressed with the rapid progress which plantation rubber is making and particularly with the low cost price, the cost price of the wild article in South America being far higher than it is in these parts. Mr. Armstrong first went to the F.M.S. and says he saw 'some splendid estates" there. Java was next visited and then Sumatra. The best rubber I saw was in Sumatra," Mr. Armstrong declared. "Speaking of the growth for age, I think some of the estates in Sumatra—there are the United Serdangs—are marvellous. I was

NOT SO MUCH IMPRESSED WITH RUBBER IN JAVA.

In many cases—particularly in regard to the older plantations—not enough money has been put into the estates, and they have not been given a fair chance. The fact is, in many instances, they estimated too low a figure and tried to work on the original estimates with the result that the growth suffered.

"In Sumatra they have to face a considerable difficulty in the way of labour. At present, they depend upon importing labour from Java, and the curious fact is that the Sumatra planter says it is more difficult for them to get labour from Java than for the F.M.S. planter. Of course, the marvellous thing about Java is the tea and sugar industries. It is almost impossible to get hold of any tea land, partly because it is mostly taken up, and partly because the Government reserves land for the natives. Although labour in Java is at present somewhat casual, owing to its being entirely "free," I should say that the conditions must improve from year to year, owing to the rapid increase of the population. As you are aware, indentured labour is not allowed in Java, and consequently the cooly can walk off an estate whenever he likes. Of course, it would be a good thing from the planter's point of view, if the Government were to permit indentured labour, which, in the interests of the natives, they refuse to do.

"I was struck with the excellence of the cooly lines on the estates in Sumatra," continued Mr. Armstrong. "and I think it would be a good thing if the F. M. S. were to follow their example. It is not only the cooly accommodation in the F. M. S. but the accommodation of the managers and assistants which is far behind that in Sumatra. I must say I appreciate the exceedingly kind and hospitable manner in which I was treated during my visit. Everybody displayed the utmost readiness to facilitate my visits to the estates and to give me all the information I required."

MANILA is to be introduced to the greatest of modern racing sports this month, by the Charron Automobile Association with headquarters at Hongkong which is promoting a series of automobile races for August 28th at the San Lazaro race course. Cars of local automobile houses are being secured for two classes of machines to enter endurance and comparative contests, each machine carrying a competent racing driver and a mechanician.

MALARIA IN HONGKONG.

EDUCATION A MEANS FOR PREVENTION.

16th inst.

The following minutes were appended to the pamphlet on malaria which was submitted to the Sanitary Board this afternoon:—

Hon. Reg. General minuted:—I presume the S. D. are aware how far the subject is taught in the schools. The pamphlet in its present form is far over the heads of the working classes.

M. O. H.:—In reply to Hon. Reg. General we must look for help in this matter mainly from the European community and from the large number of intelligent Chinese merchants and shopkeepers and artisans. We quite realize that the coolie class has not the education necessary to read or understand the pamphlets.

Lt.-Col. Sir J. Fayrer, Bt., R.A.M.C.:—With reference to minute by Hon. R. G., if the European community and the intelligent Chinese merchants etc, etc will master the contents of either of these pamphlets, for choice the one emanating from the pen of the M.O.H., the coolie classes serving under them can be taught the practical part of mosquito extermination, *i.e.*, they can be taught that collections of water must not be left lying about and that whenever, or wherever they may see such collections they must at once report the matter. I confess I do not know to what extent the subject is taught in schools, perhaps such teaching could be embodied in a pamphlet more simple (but equally efficacious) than the two pamphlets under consideration. But, however the knowledge is to be imparted I urge that there be no delay in imparting it. The whole question is one of education. The Sanitary Board know what malaria is and it is a preventable disease, further they know how to prevent it. On the other hand, how many thousands of people, educated and not educated, do not know. It is the duty therefore of the Sanitary Board to do all in their power to impart knowledge to one and all. The only way to rid this Colony of malaria is to exterminate the mosquito and it is impossible to attain this end by collective work only; individual responsibility must play a large part in the matter, and the only way to obtain individual assistance is by teaching the individual what malaria is and how it may be prevented. As soon as all nullahs are trained, all swampy foul pieces of land reclaimed, paddy fields in close vicinity to inhabited parts resumed and individuals made responsible for their own environments then and not till then may we hope to get rid of malaria.

TUNG WA HOSPITAL.

NEW REFUGE HOME.

16th inst.

The following letter was laid before the Sanitary Board this afternoon:—

Colonial Secretary's Office,
Hongkong, 5th August.

Sir,—In reply to your letter No. 676/10 of the 6th ultimo, I am directed to inform you that His Excellency the Officer Administering the Government in Council has been pleased to permit the new Refuge Home to be built to the height shewn on the plan submitted, which is equal to 1½ times the width of the street on which it fronts. In accordance with section 188 (.) of the Public Health and Buildings Ordinance, the Building should only be of a height equal to the width of the street on which it fronts.

As regards the application for a modification of section 188 of the Public Health and Building Ordinance in respect of the proposed extension of the Tung Wa Hospital, the Council was advised that section 203 of the Public Health and Building Ordinance is intended to prevent the introduction of no inferior class of house in a locality occupied by houses of a better class, and could not be applied to prevent the erection of Chinese tenement houses in place of the existing theatre which is a district almost exclusively occupied by Chinese tenement houses. The Council, therefore, decided that this application must be refused.—I have, etc.,

(Sd.) C. CLEMENTI,
for Colonial Secretary.

INTERPORT SWIMMING CARNIVAL.

HONGKONG'S PROBABLES IN FULL TRAINING.

16th inst.

Hongkong's probables for the Interport Swimming Carnival are in full training every evening in the V.R.C. Bath and good times have been performed by some of the men. The Hundred Yards was covered by Mr Cecil Humphreys in 66⅘ secs without being pressed. It is a pity this champion is unable to represent Hongkong this year on medical advice. Many of the men have improved wonderfully and some have cut down as much as three seconds in their time for the two lengths. This is the result of practising the "crawl," and at present at the finish of a race the swimmers come in with the crawl. They are going to row also in the diving line and are doing well, and will give the Shanghaiites a hard tussel for diving honours.

The Hongkong representatives will be well advised if they were to start to put themselves in form for the water polo and a game now and then will be useful.

Mr. Frank Lammert informs us that he has received a letter from Mr. E. Prince, the hon. secretary of the Shanghai Interport team, stating that the Half-Mile, High Dive and Throwing the Polo Ball will take place in the pond at the Hongkew Recreation Ground.

This pond is about 100 yards long and 15 feet deep and the water is slightly muddy.

CENTRAL MARKET.

ADDITIONAL POULTRY ACCOMMODATION.

The following minute, dated the 4th inst., is by the President of the Sanitary Board:—

Owing to the congestion in the market and the increased demand for poultry stalls, I propose to recommend to the Board that after due notice stalls 47 to 55 at present occupied as chandlery stalls be converted into poultry stalls. All the stall holders of these stalls have 3 years' agreements which expire on March 1st, 1911. The goods sold in the chandlery stalls can be sold elsewhere than in the market, whereas poultry may not be sold elsewhere. There is, therefore, every reason why the chandlery stalls should give way and be moved out. If, as is probable, they move to shops in the vicinity of the market, they will be just as accessible to persons purchasing fresh food as in the market. In any case there are compradore shops already in this neighbourhood.

2. As the chandlery stalls were stated to fill the market at a time when there was not a great demand for stalls and as they have contributed good rents for a number of years, I should like to give the stall holders as much notice as possible to enable them to find new premises. I propose, therefore, if the Board agrees to the conversion of the chandlery stalls into poultry stalls from and after the 1st March, 1911, to give the holders immediate notice.

THE T. K. K. AND THE P. M. S. CO.

CONNECTIONS TO BE SEVERED.

The Toyo Kisen Kaisha and the Pacific Mail Steamship Co. are to sever connection at the end of next December, the former Company having served the latter with six months' notice terminating the working agreement between them.

Mr. R. P. Schwerin, General Manager of the Pacific Mail Co., now in Japan, in an interview recently with a representative of the "Japan Advertiser," said that he was not surprised. It was quite three years ago since the Toyo Kisen Kaisha entered into an agreement with the Western Pacific Railroad and they had only been waiting for the completion of the railroad and terminal facilities and their third new boat. He knew of the agreement the day it was signed. Asked as to the facilities afforded by the Western Pacific Railroad, Mr. Schwerin said: The Western Pacific runs to Salt Lake City, makes connections with the Rio Grande and Western Railroad and Denver and Rio Grande Railroad to Kansas City and the Missouri Pacific Railroad to Chicago and St. Louis. It is a circuitous route and will prove a slow route, while the road-bed in part is such as to prevent it ever being a popular passenger route.

Passengers could book over other routes from San Francisco overland, but it would entail a slight additional expense and be troublesome and annoying for baggage, etc. The rumour that the T.K.K. were going to run an express service between Japan and San Francisco at high speed and no stop at Honolulu would suit the P.M. Co. first rate, besides, they knew that route and used to run it many years ago. It is the roughest on the Pacific and would be hard on the passenger and ruinous on those boats. The new boats for the P. M. Co.'s new boats would start very soon. Every detail will be perfectly planned before work is fully started. Three firms, one American, one German and one French, were now at work on the decorations. One did not spend six million dollars without thorough investigation. The boats would be running in three years' time. They would be of 40,000 tons displacement.

When asked regarding the comparison of tonnage displacement with net tonnage Mr. Schwerin said:—Tonnage displacement is the only actual and fair comparison of size and power of boats. The fast ocean greyhounds consume immense space in engine boilers and coal storage, reducing the net tonnage. He considered the George Washington of the Hamburg-Amerika line as the ideal vessel of the day. By permission, in fact at the request of the two companies, he had made a comparative study of the Mauretania and George Washington covering every part of these boats and spending several days at the work.

Their new boats would be modelled after the George Washington. They had all the tonnage needed for the present. They were not looking to Japan for support. They were looking to China and the Philippines. The development of China and the Philippines in the next few years would be tremendous and they were not afraid of not getting their share.

Asked if they could compete with boats which were so heavily subsidized, Mr. Schwerin said no Subsidy Bill could be passed through Congress, but perhaps there were other methods the Government would adopt.

Mr. Ito, Managing Director of the Toyo Kisen Kaisha, beyond confirming the report of severing connection with the Pacific Mail Co. had very little to say. In the first place he particularly referred to the amicable relations which have heretofore existed between the two companies, remarking that since the Toyo Kisen Kaisha combined with the large American Company they had continued on the best of terms, and business had run very smoothly and very successfully. Mr. Ito expressed the hope on behalf of his company that although notice had been given to terminate the agreement the two companies would remain on just as friendly terms in the future, though both concerns would be distinct and operated separately.

As to the reason for the breaking away of the Toyo Kisen Kaisha, Mr. Ito declared he was unable to speak. He could not give any particulars at the moment as to the minute details as he had received no information from the Company's representatives in America beyond a brief telegram announcing that the six months' notice had been served on the Pacific Mail. He had seen the statement that it was rumoured that the T. K. K. had in contemplation the inauguration of an express service between Japan and America, eliminating Honolulu as an intermediate port, but on this point he was emphatic in stating that nothing of the kind had been determined. As far as he could say the route would remain the same as in the past, in so far as the Trans-Pacific steamers were concerned, for the company had close connections with Honolulu and would continue to touch there both coming and going, unless exceptional circumstances arose which might necessitate a direct service between Japan and San Francisco.

With regard to the overland route Mr. Ito explained that under the new *regime* passengers would leave San Francisco by the Western Pacific route to Salt Lake City and there change to the Gould system. Though at the outset there might be some little inconvenience due to the inauguration of a new service Mr. Ito was certain that passengers by the new route would not be inconvenienced any more than by using the Southern Pacific route.

They were not making the change for the purpose of entering into competition with the Pacific Mail; in fact, they desired to avoid that as much as possible. They desired to continue on good terms with them.

The New York correspondent of the *Asahi* reports that the new agreement between the Toyo Kisen Kaisha and the Western Pacific Railroad will come into force on January next as the agreement with the Pacific Mail Steamship Company expires on December next.

The following on the relations between the Pacific Mail and Toyo Kisen Kaisha appears in the *Asahi*:—

The Toyo Kisen Kaisha is one of the big companies that have failed in business since the panic of 1907. Are the finances of the Company being gradually readjusted? It is recovering its former prosperity? These are questions the study of which should not be neglected. As far as the outward facts are concerned, however, the Company seems to have a very bright future. One of the causes through which the Company temporarily failed is the undertaking of importing crude oil from America. The second cause is the reckless construction of the big steamers Tenyo and Chiyo Maru without taking due regard to the tendency of freight traffic on the Pacific. Another cause is the contract of agreement with the Southern Pacific Railway.

It was, however, fortunate for the Company that since this spring these failures have gradually been compensated under favourable business conditions. The Government has granted subsidies to the Company for the South American lines. Thus the Company could apply all extra vessels to this new line; the Government subsidies and a great amount of traffic in this line in the form of Chile nitrate, etc., have placed the Company's finances in an improved condition.

Lastly, the recent conclusion of an agreement with the Western Pacific Railway Company has greatly facilitated the recovery of former prosperity by the Company.

The Southern Pacific Railway Company and the Pacific Mail Steamship Co. are in the closest relation. The Tokyo Kisen Kaisha has entered this union, and it is quite natural that it should be coldly treated. While the Pacific Mail has always had full cargoes the T. K. K. has had very dull business. Should the Company continue the agreement with the Southern Pacific no amount of Government subsidies would benefit it. The opening of the Western Pacific Railway Company at this juncture is very lucky for the Company as the agreement with this Company will prove of great advantage to the business of the T. K. K.

The *Asahi*, however, says that the above conclusions are only obtained from outward facts, and the more important question is whether the finances of the Company have been really readjusted. Unless this question is settled in favour of the Company no correct surmise can be made regarding the future.

BULLION.

Messrs. Samuel Montagu & Co. bullion report, dated London, July 21, contains the following:

Gold.—About £700,000 arrived in bar gold, of which practically the whole was taken on account of New York—the amount received for India being £107,000.

The quotation was fixed at 77s. 9½d. per oz. Std.

A sum of £10,000 in sovereigns was received from abroad on the 14th instant, and £45,000 was withdrawn on the 16th, 18th and 19th instant, for South Africa, Peru and South America, making a net efflux of £35,000 during the week.

Silver.—The abnormal condition of the last fortnight appears to be no passing phase.

The quotation for two months remains almost stationary, but that for spot is amenable to the pressure brought about by the cornering group and has kept about ⅝d. to ¾d. above the forward figure.

There are several reasons why for the present it is not a difficult matter to enforce this control over silver, which has the double result of enabling the manipulators to pocket the difference between the cash and forward prices on some part of the silver daily dealt in, and also at the same time uphold the price itself so as to show a substantial paper profit on their holdings.

In the first place, the surplus of the incoming bar over the actual requirements of the market—now, owing to the high price, somewhat reduced—is being stored.

In the second place, a great steadying factor against any unreal advance in prices has always been the habit of free forward sales on the part of China whenever the quotation moved apparently beyond a justifiable figure. This conservative check is now lacking because recent events have demonstrated the risk incurred in "bear" covering.

Moreover, the firm grasp of the Indian speculative group on the market deters other quarters from free selling there being a possibility that the present high level of prices may be kept up for a while, or even advance still further.

The reverse of the medal is this: The position of affairs is absolutely artificial and control can only be obtained by fresh additions to the huge lock-up of silver now in existence, which cannot fail to add to the embarrassments which will come in the day of reckoning.

No new rupees were coined in the years 1908-9, 1909-10, a marked contrast to the year 1907-8 when the nominal equivalent of £1,53[illegible],010 was struck, the profit on which was a substantial nest egg for the Gold Standard Reserve.

The quotations to-day for cash and two months are respectively ⅛ above and 1/16d. below those quoted a week ago.

Messrs. Mocatta and Goldsmid's circular, dated July 22, says:—The silver market has been quieter this week and business has been distinctly less active. While there has been some forward demand very little has been offered, sellers being deterred, not only by the large discount of that position, but also by the uncertainty as to how they may be able to postpone their commitments when they fall due. Supplies of cash from the United States of America have been larger than usual, but they have been easily absorbed by operators who are under the necessity of covering their contracts falling due in the next week or two and consequently a premium of about 7/16d per oz. has been maintained.

The stocks amounting to over 1¼ millions in London, and about three millions in Bombay (including what will arrive there in the course of the next week) are practically all in the hands of one operator, and the buyers seem still disposed to take up their purchases as they fall due.

The reports to hand this week about the monsoon are not very satisfactory but provided they improve again later on, any temporary and partial shortage of rain would not be of any consequence.

Gold was in keen demand both for America and the Continent and the whole of this week's arrival has been taken for export at an advance price. At the Bank of England £10,000 in sovereigns has been received from Paris, and the withdrawals for the week amount to £51,000.

CATS AND PLAGUE PREVENTION.

PROPOSED "GRANT IN AID" IN KOBE.

It will be remembered that on the occasion of the visit to Japan of the late Dr. Koch, the eminent bacteriologist was asked his opinion as to the best means to be adopted for the prevention of plague. Dr. Koch recommended the keeping of cats as an excellent means of destroying rats. At a meeting on Wednesday (3rd instant) of the Kobe Municipal Council a scheme was adopted for encouraging the citizens of Kobe to keep cats in their houses for the destructions of rats. This scheme, together with other measures, is to be considered at a meeting of the Municipal Assembly to-day, the 5th instant.

It is proposed to grant a sum not exceeding 50 sen for each cat, which has increased 4 oz. in weight since its birth. It is estimated that the scheme will involve an annual expenditure of Y5,350. The number the cats in Kobe entitled to the grant so far is estimated at 10,560 and the total amount of money to be granted on their account is estimated at Y5,280. In addition to which there is an item of Y100 for carrying the scheme into operation. The vote of this amount will be asked as a supplement to draw the money from the surplus of revenue for last year.

It may be noted that the annual tax of Y4.5 imposed on each dog in Kobe, and as many dogs are quite as useful as cats in catching rats and other vermin, it would seem that dog owners will have a grievance against the preference given to cat-owners.—*Japan Chronicle.*

Chinese in Malaya.

"BEST WORKMEN IN THE WORLD."

HOW RUBBER IS GROWN.

"The Chinese in the Malay States is the best workman in the world—if you know how to handle him. He's a hard worker and a good miner; he thinks for himself, he's inventive, and he's pretty honest. But he's no good if you pay him wages. He'll just sit down at it and loaf. But put him on contract, where he can make a profit and he'll dig into it. The Indian is always free. He sits down beside his work and groans, because he hasn't earned what he wants. The Chinese are a necessity."

Mr. Horace F. Martin, who has just returned to Sydney from the Malay States, where he has been for the last 10 or 11 years, thus records his experience of the Chinese, who make up so large a part of the population there. But he has had a good deal of experience of rubber planting and tin mining, too, and has something to say of them, and of the rubber boom.

CHINESE AS BUSINESS MEN.

"The Chinese are the smartest business men anywhere," Mr. Martin went on yesterday. "They are born traders. They are the retail shopkeepers and merchants—the middlemen of the East. The Europeans plant, and the big wholesale manufacturing and importing firms are British and German, but they sell to the Chinese retailers. To show you the way the Chinese run things. This is how they work the tin mines. A Chinese starts with a little capital. He gets his land, and employs contractors. He pays them once a year—just before the Chinese new year. But they have to draw about 75 per cent. of their pay in advance. For that he charges them 20 per cent. extra. Then he keeps a store, and sells his men their mining tools, and ropes, and clothes, and food, and opium. The Government tried to stop the sale of opium, but they couldn't. So they took over the monopoly of it instead. It was impossible to stop the Chinese taking opium. And a good thing, too. The Chinese is no use except when he has his opium. Why, he has no other vices! Well, the Chinese employer charges his own men as much as anyone else, and he makes another 20 per cent. profit. The result of it all is that by the end of the year he has hardly anything to pay. And so Chinese can work mines that only just pay the wages-sheet. Europeans can't work their Chinese employees that way. There would be trouble.

"Then the Chinese are good workmen in another way. When tin went down we told our men 'Either we'll have to close the mine, or you must take a reduction in wages.' We cut them down 20 per cent., and they said 'Bak la'—'all right.' Compare that with your trades, unionists! Chinese get 75 to 80 cents a day, engine-drivers a dollar a day, experts and artisans up to one dollar 20 cents a day. A dollar is 2s. 4d. There's no white manual labour. It's not the climate for that. But, though the cost of living is high, wages are higher. A European underground mine boss—not a mining engineer, just a shift boss—will get 150 dollars a month. European mine managers and so on are paid sometimes by results, but anyhow very well.

THE EXPANSION OF RUBBER.

"Six or seven years before the rubber boom," said Mr. Martin, "we used to laugh at the one or two people who planted rubber. They were mostly tea and coffee planters from Ceylon, and they put the rubber in when coffee went down. These men used to live on the smell of an oil rag, and take jobs anywhere, just to keep their plantations going. I have known them absolutely not knowing what it was to own five dollars. And now they are nearly all millionaires. I know one man who planted 100 acres of rubber a few years ago. When rubber went up to about 6s, he was drawing about £9,000 a year clear profit. And of course he's drawing proportionately more now. Valuations are made with us on a five years' purchase, and estates are valued on the base that rubber is worth only 3s a lb., and that in 1915 it will only be worth 2s a lb. We reckon the present values of rubber are inflated. It will come down again to 3s or so. But it will go up higher first. By the end of the year I expect it to touch 1s.

"Then, the expense of planting rubber is small—less than 1s 6d a lb. One of our biggest planters—his trees are six or seven years old—says he can produce rubber at 4d. a lb. That shows you what the profits are like. Of course, they're planting like the very mischief. But there's plenty of good land left, and it pays to plant it still.

HOW RUBBER IS GROWN.

"A few years ago we reckoned the tree should not be tapped before they were five years. If your trees are clean and well looked after, you can tap them after three years. It doesn't interfere with their growth or output. A four-year-old tree should produce a pound of rubber a year. Rubber is planted all over the Malay States. A great deal of tapioca and gambier used to be put down. The planters had to clear the jungle away for these, so they put rubber in between the tapioca lines. Rubber is planted either from seeds or from stumps bought at a nursery. If you plant with seeds, over 90 per cent. will germinate, but of course they take longer to grow. Of the stump only 70 or 80 per cent. survive, because some of the roots will have been broken and destroyed in moving them. But those that grow will be a year ahead. Originally, the plants were put in 15ft. apart—some only 10ft. But experience shows that they should be 20ft. apart. Rubber used to be mostly in the hands of Chinese, but now nearly all the estates have been floated into companies. The Chinese hold a good many shares.

ABOUT TIN-MINING.

"Tin is mainly worked by Chinese on tribute. There are a few companies. Everyone says the mines are being worked out but they seem to keep going all right. About two-thirds of the world's supply comes from up there—from Perak and Selangor. Things are managed this way. Suppose you wanted, say, 1,000 acres in one of the States. You would go to the Lands Office and put in an application. If it was successful you would get a grant nominally from the Sultan, through the Council. It would be signed by the Resident, and give you a perfectly good title. But there might be more than one applicant. The Chinese are such a cute crowd. One of the clerks might be in the pay of some of the outside Chinese. He would probably just pigeon-hole your application until next morning, and by then some of the Chinese would have applications in. The land doesn't necessarily go to the first applicant. When there are several, it may be put up for auction, and if the Chinese think they are on to a good thing they will bid right over your head. When you get the land you let it out to Chinese, and they work it for you on tribute. A lot of the work used to be done on the truck system, but that's supposed to be stopped.

HOW THE STATES ARE GOVERNED.

"They are protectorates. The Sultans are nominally independent. But the government of each State is carried on by a council, consisting of the British Resident and assistants, the Sultan and a few rajahs, and European and Chinese representatives of the population. All the British officials are Indian civil service—nearly all Oxford or Cambridge men. Then there's a British agent, who lives at Kwala Lumpor—the capital, a good-sized town—and a Federal Council, which met for the first time this year. The policy of the States comes from the Colonial office, but the British don't interfere much with the Sultan and the natives. In the Courts some of the magistrates are native, and some European. Then there are the natives' religious courts, held by the Kathi—the Mohammedan priest. He'll send a man to prison for not going to church, or not for saying his prayers often enough. They'll put him in the European prison for that!

The States are not a poor man's country—not the place to look for a job in. Nobody wants a new man, because he doesn't know the language. But it's right enough if you have some capital. The Malays don't count much; the population is mainly of Indians—Tamils and Bengalis—and Chinese. Trade with Australia is bigger than it was, and there are good prospects ahead. It's only a matter of breaking a habit to get Australian goods in. All our chaff and horse feed and a lot of tinned stuff come from Australia now.

THE BRITISH AND SIAM.

"A little while ago the British Government took over three of the Siamese States in return for a loan, and the British extra-territorial rights in Siam. In the end the whole of Siam is bound to come under British rule. The Siamese navy is officered by Danes, the administration of justice by Englishmen, the surveys by Italians, and the railways used to be run by Austrians. But the British have lent money for railway extension, and so on, and the lines are being reconstructed by British engineers."

Mr. Martin expects to stay in Australia from three to six months. Meanwhile, he will visit the New South Wales tin mines to see if the East has anything to learn from them, and enjoy some holiday travel.

A QUESTION OF MORTGAGE.

JUDGMENT BY THE CHIEF JUSTICE IN RE-ARGUED ACTION.

16th inst.

In the Supreme Court this afternoon, the Chief Justice, Sir Francis Piggott, delivered judgment in the case in which Kwok A Yau, widow, of No. 12, Gutzlaff Street, filed a suit against Kwok Sui Chi, of No. 6, Aberdeen Street, executor of the will of Kwok Tsun Chi, deceased, and Mr. Crowther Smith, of Messrs. Almada and Smith, solicitors, in which the plaintiff applied (1) for a declaration that she is entitled to 8/13 of the property known as Nos. 8 and to Lok Hing Lane, situate on Section L. of Inland Lot No. 50; (2) an account of the mesne property in respect thereof; (3) a receiver to be appointed and (4) costs. Mr. P. W. Goldring, of Messrs. Goldring, Barlow and Morrell, watched the case on behalf of the plaintiff and Mr. Eldon Potter, instructed by Mr. G. Hastings, represented the second defendant.

In the course of his judgment, his Lordship said that from all the study he had been able to give to the case, he arrived at this conclusion as to the law:—(1) That the *lis pendens* relates only to real property; (2) that the registration in the Land Office gives notice to the world that there is a claim against the property in litigation and that the persons intending to deal with the property are put on their guard; and (3) that if judgment is given in plaintiff's favour, the judgment relates back to the registration of the *lis pendens*, and that the judgment will then take priority over any sale or mortgage subsequently registered. At which was quite right and proper and in the best interests of all parties. That did not, however, conclude that case, as there were several other arguments to be considered. His Lordship then proceeded to deal with the points.

In conclusion, his Lordship said that the fact of the registered judgments do operate was a charge on realty. Therefore the present case did fall within the exception established in Price v. Price, and the mortgagee in advancing money on the realty to pay off the judgment was doing precisely what the law itself did by making the judgment a charge on the property. Therefore he was entitled to the benefit of the exception. He found that the mortgages in that case came within the principle laid down in Price v. Price and therefore the old judgment stood.

DUST AND WATER CARTS.

LARGER CARTS PROPOSED.

On the 5th inst., the President of the Sanitary Board wrote as follows:—

Secretary,—With reference to this item the Select Committee recommended that two new water carts be purchased in lieu of one in 1911 at a total cost of $600. This recommendation was adopted by the Board. Since making the recommendation I have come to the conclusion that for broad roads such as Queen's Road Central from Arsenal Street to Murray Barracks Chater Road, Des Voeux Road and Connaught Road, the present type of water carts is too small and that the two carts to be purchased should be of larger capacity and capable of watering a broader track than the present ones. I propose, therefore, to recommend that the two new carts to be 4-wheeled carts similar to the one on the illustration attached and that they be provided with rotary sprays. These carts would be heavy if handled by coolies, but if drawn by bullocks should work very much better than the two-wheeled carts as there is no difficulty about balance. Our experiment with bullocks have been so successful during the past five months that I feel quite confident in recommending this type of water cart for the approval of the Board.

2. As the illustration shows these carts are very much more expensive that the two-wheeled carts, the 450 gallon carts watering a 30' that cost roughly £50 each. I recommend that $700 per cart, *i.e.*, $1,400, in lieu of $600, be allowed in the 1911 Estimates for the purchase of two up to date carts. I propose to cut out $400, the amount recommended for the purchase of two tumbler and carts, out of the 1911 Estimates, as I think sufficient carts of this type can be provided, in the present Estimates. The total increase is therefore $300 only. Members will, I think, agree that the expenditure should be incurred to bring the street watering arrangements up to date.

Hon. Registrar-General minuted:—I presume the H.E.D. has considered whether two bullocks could pull such a cart up (say) the incline going west to the Central Market. Is so broad a stream of water desirable in a narrow and crowded road like Queen's Road?

Hon. D.P.W.:—Unless the delivery of the water can be regulated, I fear the pace of the bullocks will be too slow, resulting in the roads being made too wet. If the carts are to be specially made this could doubtless be provided for.

THE Chinese Engineering and Mining Co., Ltd., announces that the total output of the Company's three mines for the week ending July 30 amounted to 27 875.67 tons and the sales during the same period to 20,514.98 tons.

ANTI-AMERICAN BOYCOTT.

ANOTHER TELEGRAM FROM SAN FRANCISCO.

[*From Our Own Correspondent*]

Canton, 16th August.

On the 15th instant the Canton Self-Government Society received a telegram, from the Chinese residing in San Francisco, which reads as follows:—

"To the Canton Self-Government Society,—The American exclusion laws are insufferable. The most vigorous protests possible should be lodged against them so as to relieve the Chinese in America from their unnecessary grievances.

"(Signed) WONG CHUN-NI and others of the League of Justice."

HARBOUR COLLISION.

LAUNCH MASTER FINED.

16th inst.

Before Commander Basil Taylor, R.N., Marine Magistrate, Capt. W. Dixon Hopcraft, master of the steamship *Montagle* prosecuted Chan Tuk, master of the steam launch *Yee Lee*, this morning, for failing to observe the rules of the road in the waters of the Colony at 12.10 p.m. on the 14th inst.

Capt. Hopcraft stated that, on the 14th inst., at noon, on approaching Harbour Office pier in a sampan, the steam-launch *Yee Lee* came up from astern and ran into the sampan; the bluff of her starboard bow caught the stern of the sampan and she came up the port side, nearly capsizing the boat and giving the sampan a heavy list; there were two oars on that side, which the men at them let swing alongside, but the hachets were carried away. On getting ashore he went to the launch and took her name and when walking away the defendant or another man from the launch (he could not identify the defendant) ran alongside of him, saying: "First time! First time."

Defendant said that he was towing a sampan from Tsim Sha Tsui to Hongkong and he had to alter his course to clear another launch, about 300 yards from the Harbour Office pier. He then saw a sampan, and passed close to her port side. He did not run into her; any damage done was by the waves.

A fine of $20 or 6 weeks' hard labour was imposed on defendant and his certificate was suspended for 3 months. The fine was paid.

THE OPIUM TRADE.

ARRANGEMENTS WITH CHINA.

Simla, July 28th.

In Mr. Montagu's speech of last night, he referred to an offer which had been made by His Majesty's Government to China to continue the present opium arrangements for another period of three years. The exact meaning of this may not be generally understood. When the arrangement with China was first made an undertaking was given that the export of Indian opium to China would be reduced by one-tenth part every year, starting in 1908. It was, however, laid down that after three years the position would be reviewed, in order to see whether China had moved along with us in the suppression of its opium production and consumption. If China was not found to have advanced "pari passu" the further reduction of Indian exports would be reconsidered. At the Shanghai Commission, China had to admit officially that she could give no statistical proof of the reduction of cultivation within her territory. It was accordingly suggested that an inquiry should be made in the different opium producing provinces by a British Official with a view to ascertain the quantity of cultivation which now exists, and to laying down the base for comparison in the future. This inquiry has now been set on foot in charge of Sir Alexander Hosie. Meanwhile, His Majesty's Government have offered China a continuation for another three years of the reduction in our exports, on the understanding that at the expiry of this second period, the position will be reviewed in the light of the statistics that will have been obtained by them. The first three years' period expires in 1910. The second period, if accepted by China, will thus expire in 1913. If the reduction in exports is continuous, our Indian Trade with China will come to an end in 1917.

RESTRICTING AREA OF CULTIVATION.

Simla, July 26.

According to present arrangements, the opium trade between India and China should cease by the year 1917, provided, of course, China fulfils her part of the obligations. Meanwhile the Government of India are taking steps for restricting the area of cultivation, and the reduction of the establishment. A despatch has been sent home for the amalgamation of the Patna and Benares Agencies into one, and to concentrate the entire establishment at Ghazipur under the administrative control of the Government of the United Provinces. It is intended to carry out the amalgamation by the Autumn.

INDIAN OPIUM.

Simla, July 22.

The Governor-General in Council is pleased to direct that a duty at the rate of Rs. 3 per seer shall be levied upon all opium except poppy head produced in any State subject to the political control of the Punjab Government and imported into the Punjab.

The Governor-General-in-Council is pleased to direct that a duty at the rate of Rs. 1,200 shall be levied on each chest of Malwa opium of 140 lbs. avoirdupois net weight imported into the Madras Presidency.

REVENUE SURPLUS.

Allahabad, July 23.

The Government of India have no reason to be dissatisfied with the state of their finances for the first quarter of the year. The budget expectations of revenue have been exceeded to the tune of one and a quarter crores, owing *entirely to the windfall from opium.*

SAFONG RUBBER AND TOBACCO.

The report to Dec. 31, 1909, states the tobacco crop of 1908 consisted of 815 bales from 110 fields. The price obtained was 0.63 per half kilo. (about 11½d. per lb, or £8 per bale), as compared with an average price of 0.60¢ (about 8d. per lb, or £7 10s. per bale) obtained for the 1907 crop. The loss is £3,834. After adding the balance of £445 brought forward from 1908, there remains a loss to carry forward of £4 339. The 1909 tobacco crop from 150 fields produced 180 bales, of which 456 have been sold at Amsterdam, at c. 114¢ per half kilo, (about 1s 9d per lb, or £14 5s per bale. It is proposed to plant during 1910 about 15 fields. On March 31 1,025 acres had been planted with rubber trees, and a further 177 acres had been felled; the total number of trees being about 150,000. Cable received July 21 states: "We commenced (tapping) June 27. The result is very satisfactory."

AN EXPENSIVE MARRIAGE FEAST.

CLAIM FOR DRESS MATERIALS.

17th inst.

Before Mr. Justice Francand, Acting Puisne Judge, in the Summary Court this morning the Hip Tak Lung firm sued Tsan Lung Shi, a concubine, to recover the sum of $316 47, being amount due for goods sold and delivered. Mr. F. C. Barlow, of Messrs. Goldring, Barlow and Morrell, appeared for the plaintiff and Mr. M. Reader Harris, of Messrs. Wilkinson and Grist, represented the defendant.

Mr. Barlow stated that the claim was in respect of dress stuff which was supplied to the defendant in connection with a marriage dinner. The defendant alleged that the goods were supplied to somebody else but the plaintiff's case was that the stuff was supplied to the defendant's son at the request of the defendant.

The managing partner of the plaintiff firm gave evidence to the effect that the charge for the goods was made on the eleventh son of the defendant but on the son being interviewed at Canton, the latter denied liability in respect of the goods.

Evidence having been called, the plaintiff was non-suited, as his Lordship did not believe his story.

"HONG MOH" AGAIN IN TROUBLE.

UNFORTUNATE POSITION OF SHIP. CAPTAINS AND OWNERS.

It is only within the last two months that the master and owner of the unfortunate ship *Hong Moh* have been convicted and heavily fined because the ship had been used as a medium for the attempted importation of large quantities of chandu. To-day, says the *Straits Times* of 10th inst., they again appeared as defendants in the first police court. Captain Bainbridge was charged as follows: Whereas, on August 2, at Singapore, the vessel *Hong Moh* was used for the importation, carriage and conveyance of 140 tahils of chandu, you, being master, are liable to fine. Lim Ho Puah, the owner, was similarly charged.

Mr. Firmstone was on the bench. Mr. Howard, of the Government Monopolies Department, conducted the prosecution and Mr. Baker represented the defendants.

Mr. Howard himself gave evidence first. He stated that in consequence of information received he boarded the *Hong Moh* with a search party. They searched in the coal bunkers from 3 p.m. to 7 p.m., but discovered nothing. Witness then went ashore leaving Mr. Mussell, Chief Revenue Officer, in charge. He returned about 9 p.m. with further information in consequence of which they searched in one particular bunker. There they discovered twelve bundles buried about a foot deep in coal. The bundles contained 208 tins which were found to contain 1,420 tahils of chandu, worth about $4,500.

In cross-examining with Mr. Baker drew the attention of the bench to a section of the ordinance which prohibited evidence that would lead to the discovery of the informer. He said he wished to get certain evidence which would take him near that section without infringing it. He then asked witness: Was the information received from somebody who put the chandu where you found it?

Witness hesitated and finally said: I don't know.

MONSTROUSLY UNFAIR.

Mr. Baker: The section is monstrously unfair because if any one on that ship knew where the chandu was and did not give information he was liable to one year's imprisonment or a fine of $3,000 or both.

Mr. Baker (to witness): Did you make the remark that you could put your hands on the chandu in five minutes?—I might have made that remark.

Mr. Baker: In fact you did put your hands on it in five minutes?—Not exactly.

Mr. Baker: Unless you had been in the happy position of being able to put your hands on the chandu in five minutes it would have meant turning over the whole of the coal on the ship?—Yes.

Mr. Baker: It was practically impossible to find it in the bunkers unless you had information?—It would be very difficult. All the coal would have to be taken out of the bunkers.

George Mussell was the next witness. He gave evidence similar to that of Mr. Howard.

In reply to Mr. Baker witness said they had a gang of 10 men digging in the bunkers in batches of about six each, so that there were, practically, six men searching continuously from four in the afternoon till nine at night. They have not finished turning over the coal even then. They were working on the port side when Mr. Howard returned on board at 9 p.m. and he transferred the diggers to one of the bunkers on the starboard side. Twenty minutes later they came upon the opium in a pocket of the bunker up against the bulkhead.

GUILTY PARTY IS REWARDED.

The first witness for the defence was Captain Bainbridge. He stated that they coaled at Hongkong and at Singapore, they arrived at Singapore on July 21 and left for Penang on July 26. The ship was searched there but nothing was found and they left again on July 28, arriving in Singapore on July 30. The crew was paid off at two o'clock on August 2 in the Shipping Office, and when witness went on board again he was informed that revenue officers were searching the ship. About 9 o'clock he heard Mr. Howard say—Stop digging there; I can put my hands on it in five minutes. The ship was searched thoroughly between China and Singapore and no chandu had been discovered.

Robert Johnston, chief engineer, gave evidence as to the capacity and disposition of the bunkers. There were 40 tons of coal in the bunker in which the chandu was found at the time of the finding.

Mr. Baker, addressing the bench, said the question was merely one of whether the fine should be a nominal one or a severe one. It was often suggested that *information* came from the person who ought to be in the dock. It was more than usually clear in that case that it was so. The crew was paid off in the afternoon; the ship was thoroughly searched on the day when the crew was paid off. The person who put the opium in the bunker saw that it was impossible to get at it and it was perfectly obvious that the information came from somebody whose duty it was to have told the Captain and who would be liable to a fine of $3 000 or one year's imprisonment, or both. The result of the Ordinance as it stood was that the Revenue authorities succeeded in getting at somebody—two innocent persons—but the person who put the opium there, instead of getting prison, or a fine, got a reward. He could not get his opium off the ship so gave information and got a reward. And the two people who had taken the greatest precautions were practically made into chintangs, without being rewarded if they found chandu but being punished if they did not.

The magistrate fined each defendant $250 and costs.

CANTON-KOWLOON RAILWAY.

TAOTAI WEI-HAN PREPARING TO LEAVE.

[*From Our Own Correspondent.*]

Canton, 16th August.

Taotai Wei Han, Managing-Director of the Canton-Kowloon Railway (Chinese section), who has been permitted by the Viceroy to resign from his post, is now busily engaged in making preparations to hand over charge of office to Taotai Shu. The newly appointed Managing-Director of the Railway is still in Shanghai and is expected to arrive here very shortly to take up his duty.

Taotai Wei Han at present holds also the post as deputy of foreign affairs in Canton. It is reported that it is his intention to resign from this latter post also so as to be able to leave Canton altogether and proceed to Peking.

SOME RUBBER VIEW POINTS.

As a natural consequence of the great attention paid to rubber during the past few years several of the class papers have made great efforts to provide specially interesting features, and the latest we have come across is the "Rubber Investor" which classifies the companies in five lots according to its idea of their comparative values. Whilst classification appears on the whole to err on the side of following the text books so to speak, it seems a good list, but it is peculiar to notice that London appears entirely ignorant of one or two very good things such as Balgownie. There are some too who would be inclined to change the places of Meelimau and Cheroenese from one to two, in favour of such say as Shelford, Perak, Kuala Lumpur or Ledbury, but there will always be such a diversity of opinion about companies' prospects that the list is probably as good a one as could be compiled. There is one satisfaction and that is that class five "Speculative" does not contain the name of a single Malayan comp ny though we could supply the "Rubber Investor" with quite a nice list if it would care for dollar companies.

In the same paper a planting writer calls attention to the ill-effects like'y to ensue from tapping trees too young, citing the sugar maple cultivation as an instance in point where trees tapped at an early age grew and flourished as well as others, but *their sap lost all its quality and in time all withered seriously in extent.* This is one of the real dangers many shareholders in younger companies have to face, and it would probably be the best thing in the world as far as such shareholders were concerned if they proceeded to clear out of about sixty per cent of the companies in which they have holdings.

Another contributor complains rather bitterly against the feebleness of the rubber prophecies in "Truth." He deposes to having bought six stocks on "Truth's" recommendations, five of which have depreciated fifty per cent in three months, whilst one has gone down a hundred and is still strongly recommended by "Truth." If paper prophets had to put down a stake with their prophecies, what a difference it would make to us all.

It is notable by the way that almost all the financial papers which drift out here are still steadily convinced that there is going to be another great boom soon. They used to put it in June, but have gradually shifted it till now it is fixed for September. As a fact, it is more than likely that there will be a break in the American finance market in favour of investment in other stocks, a calling in of loans to complete that operation, and a consequent forcing down of the price of rubber. That is the opinion of the "Rubber Investor" and it appears reasonable. It cannot be too strongly forced on investors that rubber must take the course of ordinary industries. It has so far had absolutely no difficulties to meet, but it is against reason to suppose it will not, and the fad for buying having now gone out, holders in anything but the very tip top companies could hardly go wrong in taking their profits now. If there should happen to be another big rise, there will certainly also later on be a very big fall and many holders apparently do not realise that the shares of many companies will not only not be saleable at a good price, *but will not be saleable at all even as waste paper.*—*Singapore Free Press.*

WELL KNOWN CHINESE PLANTER IN COLOMBO.

A CHAT WITH THE HON. LIM CHIN TSONG.

Amongst the passengers who landed in Colombo, from the Bibby line s.s. *Herefordshire*, which arrived in port during the day from London and resumed her voyage to Rangoon in the afternoon, was the Hon. Lim Chin Tsong, a well-known planter of Burma, who, in company with his son and nephew, has been on a business visit to London. The Hon. Chin Tsong was in England only a few months and it was his second visit. He was enchanted with the country and declares "There is no place like London—for business."

Mr Tsong, who was formerly the proprietor of Twante estate, near Rangoon, told a Times of Ceylon representative, that he had sold his property to two firms—Messrs. Guthrie and Co., and Messrs H. V. Loue and Co., and it had since been floated by the Rangoon Para Rubber Company with a capital of £252,000, with a view to having it developed and further planted with rubber. The property, the Hon. Chin Tsong explained, was 4,200 acres in extent, of which acreage about 2,000 was already in rubber cultivation when the sale was effected and the Company proposed to plant the remainder.

The Hon. Chin Tsong declared that his trees were as good as any in Ceylon and added that the production was highly satisfactory. Now, he has another plot of land—about 1,000 acres in extent, lately planted—which is situated near the Sittang River, and which he is cultivating in rubber.

TIN MINING IN BURMA.

In the course of the conversation, the Hon. Chin Tsong mentioned that an Australian Syndicate had recently purchased a tin mining concession in Tavoy, Burma, and was going to open up the place before long. They were now engaged in prospecting in the district the intention being to open up the ground still further.

"Hitherto," the Hon. Chin Tsong explained, "tin mining has been worked by manual labour. But the syndicate is introducing up to date machinery and I think they will find it pay."

Talking about labour conditions in Burma, Mr Tsong said they had no difficulty whatever in this direction. They obtained a lot of their labour from India. The natives came on their own accord and they engaged them locally. There was no difficulty at all about it.

SHANGHAI SWIMMING CHAMPIONSHIP.

MACCABE WINS.

There was a large attendance at the Municipal Swimming Bath on the 12th inst. and some excellent contests took place. The 220 yards Shanghai Championship was won by R. W. MacCabe by five yards after a fine race with J. Cook.

VALLAMBROSA RUBBER.

DIRECTORS' REPORT TO SHAREHOLDERS.

The report of the directors of the Vallambrosa Rubber Company for the year ending March 31, 1910, has been issued and is as follows:—

VALLAMBROSA.

Acreage.—Rubber in all bearing 930 acres, rubber in partial bearing 242 acres; rubber not in bearing 60 acres, coconuts 50 acres, grass, roads, etc. 15¾ acres—1,315¾ acres.

In the latest report from the estates Mr. Bailey gives the following particulars:—The average number of trees per acre on the east division is 137 trees and west division 163 trees.

Crop.—The amount of rubber harvested during the year was 371,316 lbs., being 71,316 lbs. over the estimate. This was obtained from the 930 acres old rubber and about 25 acres of the 18; acre clearing which was tapped during part of the year. The crop realised a gross average price of 81. 3½d. per lb. The London expenses, which include marine insurance, dock dues, brokerage, and remuneration of London agent amounted to 4¼ d. per lb, making the net price in London 7s. 11d. per lb. as against 4s. 8d. per lb. for the previous year.

The cost of tapping, curing, packing and transport was 8.63d as against to 8½d; and the total cost of production, excluding upkeep of young rubber, was slightly under 11½d. as against 12.34d. for previous season. Inclusive of cost of additions to factory, machinery, electric light installation and fans for bungalow, and the upkeep of young rubber, the total expenditure was 1s. 11d per lb.

The revenue from the sale of seeds and stumps amounts to £6,073 9s. 7d. as compared with £1,638 11s. 6d. for last year.

The crop estimated for the current year is 425,000 lb.

Labour.—Labour is sufficient, and the health of the coolies is good. The F.M.S. Government appear to have at last begun to move towards the provision of an adequate water supply, and steps have already been taken in the matter.

BUKIT KRAIONG AND ATHLONE.

Bukit Kraiong.—Rubber planted: 1906, 90 acres; 1907, 255 acres; 1908, 170 acres; 1910, 120 acres—Total planted 635 acres; drained and felled, 250 acres; being drained and felled, 175 acres 1 rood; reserve, 49 acres—1,109 acres 1 rood.

Athlone (hitherto known as No. 2 block)—Drained and felled 300 acres, jungle, 700 acres 1 rood—1,000 acres 1 rood. The total expenditure for the year on Bukit Kraiong was £4,216 14s. 6d., which includes the cost of opening and planting 120 acres. Mr Bailey reports a great improvement in the appearance of the estate, it being now clean and free from lalang, and that the growth of the rubber is good. The cost of weeding during the past year has averaged $1.37 per acre per mensem, and a still further reduction is anticipated.

Pests.—As Mr. Bailey is of opinion that rotting timber and insufficient drainage are largely, if not altogether, responsible for attacks of fomes and white ants, about which so much has lately been heard, all timber is being stacked and burned. All the land opened has been drained at intervals of 5 chains, in place of 10 chains as heretofore, and all drains have been deepened. The estimate of expenditure on Bukit Kraiong for 1910 is amounts to £3,500, and provides, in addition to the upkeep of 635 acres, for the draining and felling of all the remaining forest, except 49 acres to be kept as a reserve.

The expenditure on Athlone is estimated at £2,000, which provides for the opening of 210 acres in rubber, and the felling and draining of a further 500 acres, a portion of which may also, if found practicable, be planted.

GENERAL.

Mr. Bailey reports the estates as looking healthy and well, and that all the young rubber has made splendid growth. With the attention which he is giving to white ants and fomes it is thought that these need not be feared. He reports that there is no disease of any kind in the young rubber clearings. There is enough upper bark remaining to last for nearly another year on most fields. The renewed bark has come on satisfactorily, and the small portion tapped in March 1910 has yielded well. There are therefore large reserves of bark sufficient to last for four or five years, while renewal is in process. All drains have been deepened, and the estates are clean. Some additions will have to be made to machinery and a new factory will be erected. Mr. Bailey reports the staff as having done excellent work. Almost all of the season's crop from the old rubber has been obtained as a result of upper tapping which necessitates the use of ladders. The directors consider that having this in view the cost of production is remarkably low, and great credit is consequently due to Mr. Bailey and to those associated with him.

ACCOUNTS.

The total expenditure on Vallambrosa estate, including the entire cost of buildings and machinery during the year, and the upkeep of young rubber, amounted to £21,202, 19s. 11d. and the profit on the year's working is £126,984 10s. 2d. to which must be added the balance brought forward £7,808 18s. 7d. together £134,793 8s. 9d. An interim dividend of 1s. 4d. per share, less income tax was paid in december, 1909, absorbing £31,765 11s. 2d. leaving a balance of £103,027 17s. 7d. The directors recommend that a final dividend of 3s. 8d per share, less income tax, be paid (making 5s. per share or 250 per cent for the year) which will absorb £87,355 5s. 7d., leaving to be carried forward to next year subject to directors' and auditor's fees £5,672 12s. The Coast advances amount to £161 12s. 11d., and these are certified by the manager as safe and recoverable.

Director retire.—The director retiring is Mr. A. R. Wilson Wood, and he is eligible for re-election.

Auditor.—Mr. C. L. Dalziel, C.A., is eligible for re-election as auditor for the current year—By Order of the Board, Maxtone Graham and Sime, secretaries, 84, Charlotte Square, Edinburgh, 25th July, 1910.

SINGAPORE SHARE MARKET.

IN A STATE OF MILD PANIC.

The local share market, at any rate the curb portion of it, was in a state of mild panic yesterday, reports the *Free Press* of 11th inst., and very nearly resembled the feelings of the small boy smoking his first cigar, in the bewildering way in which it was whirling head over heels. The break in rubber prices caused a good deal of unnecessary alarm and added to this there appeared to be large numbers anxious to clear at any price. It was practically impossible to get reliable prices but offers were heard of Balgownies at $13 with a probability of twelve with a real offer to buy, and other stocks suffered far more. Buyers however were very hard to find and preferred to wait and see what the market was going to do.

In connection with the loss of the steamer *Tetsurei maru*, says the *Kobe Herald*, it is reported that the Osaka Shosen Kaisha has notified Messrs. Corner & Co., Agents for Lloyds, of their having abandoned the steamer. The illfated steamer is said to have been insured at Lloyds for Yen 450,000.

China and Manilas.

PROBABLE TRANSFER TO THE "STARS AND STRIPES."

WELL-KNOWN LINE OF STEAMERS TO PASS OUT OF BRITISH REGISTRY.

18 h inst.

With the arrival of Mr. W. L Bramwell, of the firm of Messrs. Warner, Barnes & Co., of Manila, on Monday, as reported in the *Telegraph* of the following day, there has been quite a little boom in the shares of the China and Manila Steamship Co., Ld., of which the well-known firm of Messrs. Shewan, Tomes and Co. are the general managers. It is rumoured in stock exchange circles that the reason for the boom is the report that has gained currency that negotiations are in progress for the transfer of the popular steamers operated by the China and Manila S. S. Co. from the British to the American flag. Such a change, it is argued, will confer the right to the vessels owned by the Company to engage in the inter-island trade in the Philippines which, within recent years, has developed enormously and gives every promise of still greater growth. At present the steamers at the end of each voyage remain idle about four days at each terminal port while, if American registry is applied for and obtained, they will be privileged to run on the Philippine coast and secure a profitable passenger and freight traffic. Details of the prospective arrangement have not transpired nor have any news, in confirmation of the report, been obtained. It is, however, significant that, whereas on Monday the shares of the China and Manila S.S Co. were obtainable at $7, they took a jump to $9 yesterday, and changed hands at the further enhanced prices of $12 and $13 in the forenoon to-day. The steamers owned by the Company are the *Z ñro* and *Rubi*, commanded by Capt. Fraser and Capt. Almond, respectively.

FORGERY OF A BANK-NOTE.

A $5 BILL WHICH WAS ALTERED TO $100.

18th inst.

Before the Chief Justice, Sir Francis Piggott, at the Criminal Sessions this morning, Leung Fat Cho was indicted for altering a forged bank-note of the Chartered Bank of $5 denomination purporting to be one of the value of $100. Hon. Mr. W. Rees-Davies, K.C., Attorney-General, instructed by Mr. H. L. Dennys, from the Crown Solicitor's Office, prosecuted. Prisoner was undefended.

The Attorney-General stated that the case was one in which a $5 note was altered so as to bear upon its face the appearance of a $100 note. On the day in question the prisoner went to the Lui Cheung shop at 175, Queen's Road West, where he bargained over the price of some gold and silver watches, a silver chain and a jadestone bangle. He agreed to pay the sum of $100 for the articles but as he did not have the money with him, at prisoner's request two of the shop *fokis* went with him to an office, where he said he would get the money to pay for them. The *fokis* carried the goods with them and the three went together to Chater Road—the offices of Messrs Jebsen and Company, second floor. The two *fokis* waited outside and prisoner soon came out with a bank-note purporting to be a $100 note. The *fokis* looked at the note and saw "$100" in English and Chinese in the corner of the note and they accordingly handed over the goods. The forgery, although in the way ingenious, was very badly carried out indeed, for the note had the figures "$100" across the front and also in the four corners but the words 'five dollars" were written in the middle of the note and also in five places on the back. However, the *fokis* were mistaken, as his (Attorney-General) should be at first sight into thinking it was a $100 note. The *fokis* took the note to the shop and had it put away in the safe. A few days afterwards, the owner of the shop found that the note was bad and gave information to the Police. On July 3rd, about three weeks after the event, the prisoner was seen by the *fokis*, who had him arrested straight away. Before the Magistrate the prisoner said he was at Macao when the transaction took place, and denied the whole thing. The whole question was one of identification.

Evidence was called and the jury returning a verdict of guilty, prisoner was sentenced to three years' hard labour.

ATTEMPTED SUICIDE IN HONGKONG.

BY A KOREAN.

18th inst.

A little before eleven o'clock last night, some visitors at No. 13, Queen's Road were suddenly startled by the boy announcing that a guest residing in a room upstairs had cut his throat and was dying. The door of the room was locked and the alarm had been given by residents in a flat across the alley upon which the windows of this particular room looked. Upon hearing the boy's statement the party of Europeans made their way upstairs and by physical efforts broke a way into the locked apartment. When they had gained entrance a gruesome sight confronted them. The occupant of the room was lying on the floor with blood freely exuding from cuts on his throat and in a state of unconsciousness. One of the party rang up Dr. M'Iriott, who was speedily in attendance and stitched up the unfortunate man's gashes, after which he was sent in an ambulance to the Government Civil Hospital, where he now lies, with every prospect, so we are informed, of recovery from his foolhardy action.

Little or nothing is known about the man. That which is within the knowledge of the hotel management is that the Korean was a bit eccentric, to say the least of it, and was subject to hallucinations brought on, no doubt, by the use of narcotics, quantities of which were found amongst his gear in the form of pills. His name is Kim Tchel Kun. He comes from Seoul, and to all appearances in a wealthy Korean gentleman with a somewhat crazy mind. The weapon with which he attempted the rash act was a little blunt pen-knife now in possession of the Police. With it, however, he had contrived to inflict upon himself two nasty gashes on the left side and the right side of the jugular vein as well as other scratches and stabs in the same anatomical region.

The reason of Mr. Kim's coming to Hongkong was explained—so far as any explanation could be expected—by himself to the effect that he had been sent down by his own Government to buy elephants and tigers at Saigon, for what purpose we know not.

RAUB GOLD MINES.

GENERAL MANAGER APPOINTED.

Mr. Frank Williams, late manager of Grenville Kelland Mines, has been appointed general manager of the Raub Australian Gold Mines, Pahang, and left Marseilles on July 9.

HABEAS CORPUS PROCEEDING.

ALLEGED EMIGRATION SCANDAL.

17th inst.

Before the Chief Justice, Sir Francis Piggott, in the Supreme Court this afternoon, Mr. M. W. Slade, K.C., instructed by Mr. Reader Harris, made an application on behalf of Lo Tsun Mau, a prisoner detained under warrant at the Central Police Station, for a rule to be directed to the Captain Superintendent of Police to show cause why he should not bring up the body of the prisoner to be discharged from Police custody. Hon. Mr. W. Rees-Davies, K.C., Attorney-General, instructed by Mr. H. L. Dennys, Sr., from the Crown Solicitor's office, appeared on behalf of the Crown. The Captain Superintendent of Police was also present in Court.

Mr. Slade stated that fresh affidavits had been filed that morning. Everything had been done in a great hurry. They had only just had information and the Government had refused to give the prisoner time, and were going to send him away that very evening. His Lordship had granted a *rule nisi* in the form of a banishment order. They had now ascertained facts more closely and filed fresh affidavits. The question was: how was to begin—Counsel or the Attorney-General.

The Attorney-General—Perhaps it would be convenient for my friend to state the ground on which he is making the application.

His Lordship—It is always better to avoid two arguments.

Mr. Slade—Yes, my Lord.

In opening the case, Mr. Slade stated that he made the application under Ordinance 1 of 1882, whereby the Governor-in-Council was empowered to prohibit a person from residing in the Colony and to make an order for banishment. In purported pursuance of that section an order was made and served on the prisoner on Saturday last. The order stated that "Whereas it was deemed desirable that the prisoner should not reside in the Colony for five years he is hereby ordered to leave the Colony within two days of this date" (10th August) The order was served on the prisoner on the 13th August, and he was detained in Police custody until he should leave the Colony. The grounds on which the order was made out was because the prisoner was said to be associated with an unlawful society for bringing men into the Colony to whom false promises are made for purposes of emigration. That might mean anything—it might refer to an illegal partnership. His argument was that prisoner had been given no opportunity to defend himself. The Governor-in-Council for certain purposes was constituted a tribunal to adjudicate upon the rights of certain persons.

His Lordship—What is your right?

Mr. Slade—Right of liberty.

His Lordship—What is your right at bottom?

Mr. Slade—The order has been illegally made and it's therefore not binding, because it has not given my client any opportunity to defend himself.

The Attorney-General—What, before the Executive Council?

Mr. Slade—Yes.

His Lordship—You must keep yourself strictly within the Ordinance.

Mr. Slade—I'm going to ask your Lordship to keep yourself strictly within the Ordinance The words of the Ordinance does not confer upon the Governor-in-Council arbitrary power.

Counsel then proceeded to read the Emigration Act and submitted that the words contained therein absolutely applied to the Governor-in-Council. The Governor-in-Council was not an autocrat free to act as he pleased.

His Lordship—Supposing there was no question of illegality. Supposing the Governor-in-Council decides to banish a person merely for the peace of the Colony?

Mr. Slade.—The Governor's discretion cannot be interfered with. He can for instance banish every one-eyed man but he cannot do so without giving him an opportunity to show he is two-eyed.

What right has he?—Right of liberty.

He has no right to be here He is allowed to remain in the Colony.

If an Act of Parliment is passed expelling all aliens then there's an end of it, but where preference is made in respect of certain aliens the Governor can't expel him without giving him an opportunity to defend himself.

Then you'll be depriving the Governor of his rights.

No, he might be actuated by spite or malice. He cannot exercise his rights arbitrarily. He must set up a ground for his action. If he differentiates in a case he would be acting in a judicial capacity. By the law of England it would be illegal to condemn a man unheard.

Counsel read Mr. Harris' affidavit, which stated that an interview with the Governor-in-Council had been refused prisoner. He then proceeded to read prisoner's affidavit, which stated that prisoner was arrested in Hongkong on the 13th August and neither previous or subsequent to that date had he been given an opportunity to be heard.

The Attorney-General—It's not necessary for me to reply to my friend but if I'm called upon I'm willing to file an affidavit. The prisoner had heard of the charges and was invited to offer an explanation. He actually admitted one of the offences to be correct.

Mr. Slade—Then let's have the evidence.

Proceeding, Mr. Slade stated that assuming his argument was wrong then the Governor was an absolute autocrat. He hoped that his Lordship would make an order so as to enable them to appeal to the Privy Council. Such conduct would not be tolerated unless affirmed by the highest tribunal in the land.

The Chief Justice—The Attorney-General should take such steps as to have affidavits filed by the Registrar-General before I deliver judgment.

The Attorney-General—The Registrar-General is not in the Colony.

After further discussion, it was decided to adopt the Chief Justice's suggestion the Attorney-General pointing out that he would get officials to speak to the Registrar-General's handwriting.

His Lordship (to Mr Slade)—You have acted as an official often. Perhaps you will take the official view. The necessities of Government press rather heavily upon me (Laughter).

Mr. Slade—Surely the necessities of Government don't prevent you from giving the man an opportunity to be heard?

After further argument, his Lordship said he would refer the case to the Full Court.

Mr. Slade read the judgment in a former case of a similar nature by Mr. Pollock, then Acting Police Judge.

The Attorney-General—As regards the argument, we have fully met it.

His Lordship said it was imperative that the case should go to the Full Court

Mr. Slade—I ask that bail be fixed

His Lordship—Do you agree, Mr. Attorney?

The Attorney-General—I'm instructed to oppose bail.

Mr. Slade—Let's deal with the grounds on which the Crown opposes my application. The Crown wished to send my client away within two days, one of which was a Sunday, and refused to let him defend himself and now they oppose bail. That shows exactly the attitude of the Crown in this case.

The Attorney-General—I understand that the man is not actually imprisoned.

His Lordship—The Crown for certain reasons known to it wishes to detain this man.

Mr. Slade—Your Lordship has power to grant bail.

The Attorney-General—Government has to deal with a large number of banishment cases and if your Lordship grant bail you would be establishing a precedent.

The hearing was adjourned until the conclusion of the Criminal Sessions.

OPIUM SMUGGLING.

"LOONGSING'S" STEWARDS ARRESTED.

Opium valued at $250 was seized by officials of the Bureau of Customs this morning, most of it stored away in a false bulkhead on the steamer *Loongsing*, reports the *Manila Times* of 11th inst.

Three persons are under arrest, and customs secret service men are searching for three Manilans said to be implicated in the plot.

The discovery was made by a detective who arrested Emsterio del Castillo, a Filipino, on the launch Irene last night as he was returning from the *Loongsing*.

Castillo's pockets excited suspicion and a search brought to light seven tins of opium. Castillo was immediately arrested.

Under cross-examination he confessed, the police say, and a search of the *Loongsing* revealed 20 cans more. Two Chinese stewards were arrested for complicity.

SHANGHAI SWIMMING CHAMPIONSHIP.

THE 220 YARDS RACE.

A very large crowd was attracted to the Municipal Swimming Bath on Friday night, says the *N. C. D. News*, to witness the programme of aquatic events arranged by the Shanghai International Swimming Club, of which the 220 yards Shanghai Championship for the "George Mooser Cup" was the main event.

In the first heat W. Jones, J. Poignand, D. Cooke and B. Roche competed. These men were about even at the end of the second length, but Cooke gained in the third lap, in which Poignand and Roche gave up. Cooke retained his lead on Jones and in the fifth lap increased the difference between them, Jones apparently beginning to tire. Cooke won by about eight yards, the time being 3m. 14 sec. In the second heat Alves began by leading MacCabe by about a yard, but this was soon regained and the two swam together until the end of the fourth lap when MacCabe went ahead and set up a lead which he maintained until the end. MacCabe won by about ten yards. Brown and Wade gave up at the third lap. The time was 3m 21 sec.—The final was swum later in the evening. The first and second men to each heat competed. At the third lap MacCabe and Cooke, who were even, took the lead from Alves and Jones, who were some distance behind, and Jones gave up. MacCabe gradually forged ahead and in the end won by five yards in 3m 5⅘ sec.

SEVERE STORM IN KOBE.

STEAMER STRUCK BY LIGHTNING.

One of the most severe thunderstorms experienced in Kobe for many years occurred on Sunday afternoon, reports the *Japan Chronicle* of 9th inst. The wind came up very suddenly from the south-east, and for some time blew with great force, bringing up heavy masses of cloud from which the lightning flashed continually and the thunder rolled almost without intermittence. According to the observations taken at the Kobe Meteorological Office, after a fine morning, about one o'clock dark thunder-clouds were seen approaching from the south-east, and about two o'clock distant thunder could be heard. Soon after three the storm rapidly approached Kobe, and thunder and lightning, accompanied by a downpour of rain, was the result. The wind accompanying the storm was very strong and very changeable, first easterly, then southwest and then shifting to the east again. But what was most evident at the height of the storm were the vivid flashes of lightning, followed by the crack, crack of thunder, as if the discharge had occurred immediately overhead.

During the storm a house near Nanko Temple was struck by lightning, but no serious damage was done, and some time after another house in the same vicinity was struck. A switch-box near Ujikawa was struck by lightning, and burst into flames. In the harbour the mast of a sailing-ship was shivered by lightning, and the O.S.K. s.s. *Shinsei-maru*, 1,495 tons, was also struck, about five feet of one of the masts being split by lightning. About the same time a junk was struck. Eight junks were sunk in the harbour during the storm, and about a dozen other vessels in Hyogo and at Wakinohama were more or less damaged. The storm lasted about an hour and a half.

Some foreigners who were caught in the storm when on top of the Rokko range *en route* from Arima to Kobe, had an unpleasant experience. For more than an hour, together with about half-a-dozen Japanese pedestrians overtaken by the deluge of rain, they were weather-bound in the little tea-house at Belle Vue. Although quite early in the afternoon, about 3.45, the dense masses of cloud shrouded the top of the mountain in gloom, lit up every minute or two by flashes of lightning, many double and some triple flashes, which seemed to be constantly playing along the top. So thick was the mist that it was impossible to see more than three or four yards, and the rain fell in torrents. Slight as the little tea-house at Belle Vue is—the thunder shook it to its foundations, if it has any—it afforded very welcome shelter to the wet and chilly people who were unlucky enough to get caught in the storm.

At Suma the storm did considerable damage. All the open-air restaurants, tea-houses, etc., erected along the beach were speedily wrecked by the strong wind, which swept landward from the sea and carried all before it. The crowds of holiday-makers on the beach tried in vain to seek shelter from the storm, and were drenched to the skin in a very few minutes. For some time it was thought that two fishermen had been drowned and practically the whole of the fishermen in the Suma district pulled out to sea in their boats in order to find their companions. Eventually the missing men were found, but only just in time, for their small boat was almost filled with water, and would have gone down in a few more minutes.

THE COLOWAN AFFAIR.

SIMILAR TROUBLE TO BE PREVENTED.

With a view to preventing further trouble similar to the attack on Colowan by Portuguese troops the Wai-wu-pu and Prince Tsai Hsun the Commissioner for the Navy, have communicated with the H.E. Yuan Shu-hsuan, the Viceroy of Liang-Kwang, requesting him to send men-of-war to protect the merchant steamers and junks in the neighbourhood of Colowan. In the despatch H.I.H. Prince Tsai Hsun states that it is a great disgrace to China to have foreign troops operating in Chinese territory to suppress robbery.—*Shanghai Times*.

BUILDINGS COLLAPSE.

FOUR WOMEN'S NARROW ESCAPE.

18th inst.

For quite a long time there has been an absence of any building collapse in Hongkong, although at one time the tumbling down of jerry buildings in the Colony, attended as they have been by serious fatalities, was of so frequent occurrence as to raise quite a hue and cry in the columns of the local press. To-day, however, we have to record the collapse of two houses in Shelly Street fortunately unattended by any loss of lives or any serious consequences beyond the scaring of four Chinese women who had the the temerity of remaining in the premises after receiving ample warning to quit the house yesterday.

The accident occured at Nos. 6 and 8 Shelly Street this morning, involving the total destruction of the former and the partial loss of the latter building.

THE OCCUPANTS.

No. 6 was a dwelling house. The ground floor was occupied by a Chinese school for girls which was closed this month for the mid-summer vacation. The first floor was in the occupation of Dr. Ho Ku Tsun, while the tenant of the top floor was Mr. Tsun Hon Cho, compradore to Messrs. Bradley and Co. No. 8 was also tenanted by flats, the upper flats being leased by Chinese and the ground floor used as a silversmith's workshop.

The first danger signal to be observed that all was not right with the first of the two houses was noted yesterday by the occupant of the uppermost floor who detected certain cracks on the wall. He then proceeded to the lower floor when an examination of the walls revealed similar cracks. The tenants were accordingly apprised of the imminent danger there was of the house collapsing. For the best part of the day on Wednesday the walls gave

PREMONITORY SIGNS

of giving way. Occasionally between ten o'clock in the forenoon and 4 p.m. little bits of plaster began to fall. These warnings were fortunately not unheeded and yesterday Dr. Ho Ku Tsun reported the condition of the building to the Police. In the course of the afternoon an official visited the premises and, after inspection, pronounced the building unstable and advised the inmates to vacate it. The advice was acted upon and as much of the furniture as was possible was removed in the afternoon. Three amahs and a maid servant in the compradore's service disregarded the warning and remained on the premises with consequences that might have proved fatal but for the fact that the rooms in which they slept last night was in the back part of the house and came down an hour after

THE BIG CRASH

which brought down the front portion of the building with a terrific noise at 4.45 o'clock this morning. The disturbance aroused the whole neighbourhood and in less than no time the vicinity of the scene of the accident was crowded with a large number of people among whom there were also some Europeans. In the faint light of the dawn the figures of four Chinese women were seen in one of the rooms of the partly tumbled down house. They appeared frightfully distracted and in their terrified condition looked down on the people in the streets below screaming out aloud, meanwhile, in Chinese "Save life! Save life."

HOW THE AMAHS WERE RESCUED.

The noise and the shriek for help brought out a painter and his *fokis* who carried on their trade at a house in the same street. By means of several pieces of plank which the painter had in his shop the four women were rescued from their perilous position. The boards were taken up an opposite house, with a private lane dividing it from No. 6. Under the painter's personal direction an improvised bridge was formed with the planks which were made to rest at either end on the framework of the windows. The women were then told to step on this bridge and walk across from the falling building. At first they hesitated and many among the more ignorant of the onlookers counselled them to desist. But others there were who pointed out their folly in remaining where they were as the party wall of the house showed signs of rapidly giving way. On second thought they ventured across the painter's bridge and one by one all the four women crossed in safety.

ARRIVAL OF THE POLICE.

By this time a squad of Police with a number of firemen arrived. But their services could be of no avail as nothing that could be done could save the remaining portion of the house from coming down. Here and there parts of the walls gave way after the first collapse and at 7.30 a.m. there was another heavy crash when the rest of No. 6 tilted over on one side and carried with it a portion also of the adjoining house, No. 8. As already stated the latter building had been previously vacated on Wednesday. It was a fortunate circumstance since an invalid Chinese woman occupied one of the flats and, being bed ridden, could not have made good her escape this morning. The silver-smith's shop was ruined.

Exactly what contributed to the collapse of these two houses cannot yet be ascertained, it is thought that the beams and rafters had been eaten by white ants. It is not believed that there was any structural defect, as the front wall of No. 6 was of comparative recent construction, this part of the building having been re-constructed a little over a year ago.

A DARING CRIMINAL.

CHILD CARRIED AWAY IN ELDER SISTER'S PRESENCE.

18th inst.

Before the Chief Justice, Sir Francis Piggott and a jury at the Criminal Sessions this morning, a native was indicted on a charge of kidnapping a two-year-old child at Shau-ki-wan on the 21st April last. Hon. Mr. W. Rees-Davies, K.C., Attorney-General, instructed by Mr. H. L. Dennys, Sr., from the Crown Solicitor's office, prosecuted. The prisoner was undefended.

The Attorney-General stated that that was one of those cases where a kidnapped child was not recovered. The child in question, a little boy, was on board a sampan with his sister on the date named. The boat was touching the wharf at the time. The sister was scrubbing the deck and the boy was playing about. While thus engaged, two men came on board and one of them straightaway took the boy. The man was well known to the girl and had often suggested the particular boat. The girl said "Don't take him away" whereupon prisoner replied "We are only going for a walk. We'll bring him back." The man never returned with the child and it was not until the 30th July that the girl recognised the prisoner outside a theatre at Yau-ma-ti and had him arrested. The mother of the girl also recognised him. At the Magistracy prisoner denied the charge.

Evidence was called and the jury returned a verdict of guilty. It was decided to detain prisoner in Police custody until such time as the child should be found.

KING EDWARD'S DEATH.

ROYALTY THANKS THE LEGISLATIVE COUNCIL.

The following despatch was laid on the table at the meeting of the Legislative Council this afternoon:—

Downing Street,
1st July, 1910.

Sir,—I have the honour to acknowledge the receipt of your despatch No. 172 of the 21st May. Your despatch and its enclosures have been laid before His Majesty the King, who has read with deep interest the account of the proceedings on the date of His late Majesty's funeral and considers that they were of a befitting character.

2. His Majesty commands me to convey to the Legislative Council an expression of his appreciation at their message of loyalty and devotion on his accession to the Throne.—I have, etc.,

(Sd.) CREWE.

The Officer Administering the Government of Hongkong.

KIDNAPPING IN HONGKONG.

PARENT WHO FOUND HIS CHILD IN A BASKET.

18th inst.

Before Mr. Justice Hazeland, Acting Puisne Judge at the Criminal Sessions this morning, Wong Shui Pui was indicted on a charge of kidnapping a four-year-old child at Mongkok on the 12th August. Mr. C. G. Alabaster, instructed by Mr. H. L. Dennys, Jr., from the Crown Solicitor's office, appeared on behalf of the Attorney-General, while the prisoner was undefended.

The jury was as follows:—Messrs J. Martin (foreman) S. C. E. Winter, S. R. Jones, M. A. Muiray, G. G. Wood, R. Dickson and V. F. V. Ribeiro.

Mr. Alabaster said that the prisoner was charged with kidnapping a child. The father of the child would say that he missed his child on the 4th of July last. He reported the matter to the Police and after about two hours he heard the child crying and proceeded in the direction of the sounds. He had not gone far when he saw the child placed in a basket with the prisoner in possession. On the latter seeing the father, he took the child out of the basket and ran away. The father gave chase and arrested the man. At the Police Court he made an incriminating statement to the effect that somebody else asked him to steal the child.

Evidence was called and the jury returned a verdict of guilty. Sentence was deferred.

HEADWATERS MINING CO.

REPORTS RICH STRIKE.

A rich strike, which should result in $200,000 being taken out of the ground, has been made at the Headwaters mine in the Antomok valley. In working the mine last week a rich 20 foot vein was discovered in the lower levels of the mine.

The new vein shows about 20,000 tons of ore in sight, and this is estimated to be worth $100,000, gold. The news of the strike was cabled to Hongkong, where the large majority of the stock of the Headwaters Mining company is held.

The company has recently purchased a new 15-stamp mill, and this is now being erected on the ground, and will be running in a few weeks.—*Manila Times*.

THE FUTURE OF RUBBER.

"SAFEST AND MOST PROFITABLE INVESTMENT."

The following article is contributed by a correspondent, who has recently had occasion to study the prospects of the rubber industry in Malaya to the *N. C. D. News*:—

***

The rubber growing industry is one of the safest and most profitable investments possible in modern times, if conducted on sound economical lines.

The present inflated price of rubber is harmful to the best interests of the industry. The best that can possibly happen is a drop in the price of rubber in London to a level of say somewhere between 2s and 3s, a pound. Handsome profits can be paid with rubber at 2s a pound.

At a price of say 2s. a pound many new uses for rubber can be found. Factories of all sorts will spring into being, manufacturing for a widely assorted variety of products, when the raw material falls to a price at which it can be handled in large quantities. At this figure too wild rubber from the Amazon and red rubber from the Congo drop out the running. So also will disappear the high fancy-priced estates.

The very best opinion of planters and others who are at close quarters in the Federated Malay States with the rubber industry declare in favour of the opening out of good virgin land and planting the same.

The best jungle land can be brought into bearing in four to four and a half years and at a total inclusive cost of from $150 to $300 an acre. With rubber at 2s. 6d. a pound these estates can always be safely depended upon to pay a sure dividend of from 15 per cent to 20 per cent or even more. Fancy priced estates, such as have been put on the market this year and eagerly snapped up by the investing public, will be out of the running altogether, and when the day of competition arrives, as it most assuredly will, such investments will inevitably go to the wall.

Judging from the prices of shares, not only have the prices of the estates been excessive in the first instance, but speculators have largely enhanced the value of the shares. That may be all very well for estates now fully tapping realising 2s. 6d. a pound for their rubber. At these prices all sorts of fancy luxuries may be indulged in. These high prices are very fortunately giving way and every month sees the rate steadily dropping. As I have said, this is the very best thing that can happen for the industry as a whole. In a couple of years Malaya will send home 40,000 to 50,000 tons of rubber. The price will then suddenly drop to close on 2s. a pound. It will have found its level, and all estates started and developed on sound economic lines, as indicated above, will provide gilt-edged securities for the wise investor. Shares which are now quoted at boom rates, far out of sight above par, will then be as far out of sight below par. It is well-steadily to face the future and prepare for its certainties.

Again I emphasize the fact that there is no better investment anywhere in the Far East to-day than in an estate built up from the bottom and planted in rubber and cocoanut. They are as safe as the Bank of England and will yield results in dividends that should satisfy the most greedy of investors.

ALBERT Tritton and Alfred Moore, two privates belonging to the East Kent Regiment, were charged before Mr. E. F. Haslam at the Magistracy on Monday with the larceny of two albums from a Japanese curio-shop in Arsenal Street. The defendants were sentenced to six and three weeks hard labour respectively.

A COOLIE FRACAS.

MESS DISPUTE LEADS TO USE OF KNIVES.

18th inst.

Before Mr. Justice Hazeland, Acting Puisne Judge, at the Criminal Sessions this morning, Li Lin and Chin Ng were indicted on charges of cutting and wounding some compatriots with intent to murder. Mr. C. G. Alabaster, instructed by Mr. H. L. Dennys, Jr., from the Crown Solicitor's office, prosecuted. The prisoners were undefended.

Mr. Alabaster stated that a fight took place near the Cotton Mills between 50 or 60 Chinese, during which knives were freely used. Lieut. the Hon. P. G Scarlett, who was riding in the vicinity at the time, rode up and separated the combatants. The dispute was over the serving of a Chinese mess at the Petroleum Works.

Evidence was called and the jury returned a verdict of guilty. Each of the prisoners was sentenced to five years hard labour.

THE SIBERIAN MAILS.

IMPROVED CONNECTION BETWEEN TSURUGA AND VLADIVOSTOK.

In our columns some weeks ago complaints were made about the irregularity of the mails from Europe forwarded by way of Siberia. It was pointed out that at one time the mails were received thrice a week then twice, and now only once a week. One reason of the irregularity appeared to be the fact that the Osaka Shosen Kaisha runs its steamer between Tsuruga and Vladivostok without any regard to the dates of the departure of the Russian Volunteer Fleet steamers. On the appearance of these complaints we were informed that the principal cause of the inconvenience referred to was the fact that the Siberian Railways and the Russian steamship company changed their schedule dates without any regard to the O.S.K. regular schedule dates, notwithstanding that an agreement for through traffic had been concluded between the Japanese Imperial Railways, the South Manchurian Railway, the Chinese Eastern Railway the Russian Volunteer Fleet and the O.S.K. in 1908. Further information obtained from the agents of the foreign companies shewed that this was not correct, and that notice has repeatedly been given the Japanese company.

We are now informed by the Osaka Shosen Kaisha that it has been arranged from the 16th instant to dispatch the company's steamer "Hosan-maru" from Tsuruga at 6 p.m. on Fridays, arriving at Vladivostok at 9 a.m. on Sundays, connecting with the International train leaving Vladivostok at 12.30 a.m. on Monday mornings for Moscow and beyond. On her return the Japanese steamer will leave Vladivostok at 6 p.m. on Tuesdays, connecting with the International train arriving at Vladivostok at 6 p.m. on the same day (Tuesdays) from Europe. The Russian steamers leave Tsuruga on the afternoons of Sundays and Wednesdays, and Vladivostok on Wednesdays and Sundays in the afternoon. As a result of the re-arrangements, Japan will once more be in communication with Europe by way of Siberia three times a week instead of twice as at present. Just now the mail arrives on Saturday and Monday nights, and as Sunday is not a working day it practically means that there is a mail from Europe on Monday and Tuesday and none for the remaining five days of the week. Under the new arrangement the mail will presumably be now more equally distributed.—*Japan Chronicle*.

JAPANESE SUGAR INDUSTRY.

DUMPING IN CHINA.

The recent special general meeting of shareholders of the Dai Nippon Sugar Company having approved a proposal to extend the Formosan mill, the board of directors has been considering ways and means for finding the funds—Y1,500,000—necessary for the extension. The board has now decided to raise Y600,000 by calling up another Y5 on each new share, to raise Y500,000 by disposal of certain property movable and immovable of no use to the company, and to find balance of Y400,000 by raising a temporary loan and by drawing on the profits.

THE EXPORT OF FORMOSAN SUGAR.

With reference to the prospects of the sugar industry in Formosa, the *Kokumin* remarks that the development of this industry has made great strides of late, new companies being formed one after another in quick succession. The total output of crude sugar in Formosa this year amounted to 1,700,000 piculs, which it is estimated will increase to 3,000,000 piculs next year, and to 6,000,000 piculs the year after. Next year the Customs duty is to be raised to such an extent that no foreign sugar has any chance of coming with Japan, and Formosan crude sugar will benefit accordingly. There are already signs of over-production, continues the *Kokumin*, and the market of Formosan crude sugar is only maintained by the high price of Java crude sugar. The market continues inactive, and quotations of Formosan crude sugar are maintained above Y14 per picul only by the influence of wealthy merchants. A decline in the price of sugar is anticipated, and merchants are now buying stocks only sufficient for immediate requirements.

CONSUMPTION OF SUGAR IN JAPAN.

The total consumption of sugar in Japan last year amounted to 480,000,000 kin of which 80,000,000 kin was produced in Japan, 200,000,000 kin in Formosa, and 200,000,000 kin by the sugar-refining companies in Japan. The total output of sugar in Formosa for 1912 is estimated to increase to 600,000,000 kin which will leave a surplus of 120,000,000 kin after supplying the whole demand in Japan. How this surplus should be disposed of is occupying the attention of people interested in the sugar industry. A proposal is on foot to export sugar to China from Formosa, and "so maintain the price in Japan Proper." It is stated that an influential man connected with the sugar business who recently returned from a visit to China, received a contract there for the export of 20,000 piculs of "record quality" sugar to China from Formosa. Further orders are coming in. It is considered certain that 2,000,000 piculs can be exported to China, 100,000 piculs to Korea, and 150,000 piculs to Manchuria. [The real meaning of this trade is "dumping." That is to say, sugar is to be put on the China market cheaper than it is supplied to Japan in order to keep up the price in this country. This is an excellent example of the benefits the people derive from contributing by taxation to the support of an infant industry!] The export duty imposed on sugar from Formosa is not more than 55 sen, and it is considered that Formosan sugar can be sold at Y7.25 per picul, including export duty. This is at least Y1 cheaper than the Java sugar sold in China. But when sugar is brought into Japan Proper the sugar excise is imposed, and if the market is over-supplied in Japan, sugar cannot be exported to China and Siberia. To remedy this difficulty, those interested in the Formosan sugar industry are considering a scheme to obtain the abolishment of the excise imposed on sugar brought into Japan Proper and to export abroad.—*Japan Chronicle*.

CAPITAL IN RUBBER.

"THE FUTURE IS ROSY."

At the rubber auction in London, yesterday, the lowest prices of the present year were recorded. It may be a mere temporary set back due to the failure of the expected American demand, but it is sufficient to warn us that the fancy prices of a few months ago are not things upon which any dependence can be placed in making estimates as to the future earning power of rubber properties. At the same time, we think that, in the face of such a warning there is room for another warning also. The sharp fall may tend to produce undue pessimism and it is necessary to counteract this by taking a broadly comprehensive view of the rubber position. *The Economist* of July 16 has an article in which it deals which the rubber industry. A good deal of that article is what we should consider elementary out here, but the fact that such a journal as *The Economist* considers it necessary to deal with

THE ALPHABET OF THE SUBJECT

may be taken as an indication of the extent to which ignorance prevails in regard to the industry which has been financed so freely during the past twelve months. The writer of the article admits that it is almost impossible to get accurate figures, but his estimates that £32,000,000 of capital is invested in the industry. That, we think, is not by any means an exaggeration. We should say, indeed, that if it is not considerably below this mark the future of the rubber industry is rosy in the extreme, and that it can smile broadly at suggestions of a black future. We speak of the industry as a whole, not of companies in particular. There are 2,240 lbs. in a ton, and at the

PRESENT RATE OF CONSUMPTION

the world needs at least 70,000 tons or 156,800,000 lbs. of rubber per annum. A small calculation shows that at a profit of 5/- per lb. this 70,000 tons yields a total profit of £39,550,000, or £7,550,000 in excess of the total capital which *The Economist* supposes has been put into the business. We are not pledging ourselves to the figures: they are merely a natural consequence of what *The Economist* has said. If the estimate is correct, however, there is no reason whatever why the rubber industry should not pay 20 to 30 per cent. all round on the face value of its capital; even at a profit of 1/- per lb, and we doubt whether there is any other large industry in the world in the same position. *The Economist* deals with face value only, and we shall not attempt to make an estimate of market value, though it cannot be less, we fancy, than £60,000,000. Even on that enhanced figure the prospects of

FAIRLY SUBSTANTIAL DIVIDENDS

are good enough to ensure a buoyant market for shares for some time to come. Most of us who are studying the question, however, are convinced that a good quarter of the capital nominally devoted to the rubber industry has found its way into the pockets of the thieves and swindlers who have been attracted by the boom. That means, no doubt, that a great many people who have bought recklessly will never see their money back, but it means also that the huge profit which the industry cannot fail to earn will fall into fewer hands and be of greater amount than the broad averaging suggests.

The simple fact is that the rubber industry is in an

AMAZINGLY STRONG POSITION.

and that the high price of all standard shares is amply justified. As Mr. Lampard said recently, it is not once in a hundred year, and more probably only once in a thousand years that such a peculiar combination of circumstances arises as that which has made the boom. We heard yesterday of some heavy failures among Chinese merchants, who have been speculating too wildly, and it is quite probable that other incidents of the same kind may have to be recorded. But these things do not touch the central fact that people who planted rubber eight or ten years ago have got their money back ten times over, and may still be holding an investment which is of undiminished value. We do not suppose for a moment that prices will remain at their present high level beyond the date at which boom-created estates come into bearing, but, on the other hand, there is every reason to believe that on the

OLD, WELL MANAGED ESTATES

where trees are properly cared for, and where hundreds of additional acres have been planted, the increase of output will go a very long way towards compensating for reduction of price. We believe, also, that there is a bright future for the purely development schemes which have been started on a fair basis, because they can do well at a very low margin of profit. We cannot advise speculative buying of shares, because it seems much more probable, now that the prices will rise and fall on small margins than that there will be any repetition of amazing experiences of the past year. The boom differed from many others in this essential respect, that it was a recognition by the monied classes of the intrinsic value of shares which had stood greatly below value for a considerable time. It was not, as far as the rise in prices of standard companies shares are concerned, a blindly speculative movement. That phase was confined to

THE "PENNY BAZAR".

and to the promotion of companies such as we are beginning to hear about through the law courts. There are a few of the old concerns over valued, no doubt, but on the whole their shares are at a sound figure, and may even harden as time goes on and confidence becomes more positive. Still, the holder of rubber shares in any company should not be satisfied with anything less than ten per cent. interest on the amount paid for them. There is no form of tropical agriculture so free from risks that a lower rate of profit can be regarded as satisfactory, and there is no excuse for capitalising new companies on a basis which makes it almost impossible that they can face a great fall in prices. There are symptoms in the tr. de position of the United States—the greatest of the rubber consumers—which seem to indicate the approach of a severe crisis and the keynote of policy should be caution. If we deal with the rubber industry fairly, it will enrich the Middle East enormously, and it is to the permanent results that we endeavour to direct our attention rather than to passing phases which may be delusive and misleading.—*Straits Times.*

CHINA AND PORTUGAL.

CLAIM AGAINST THE PORTUGUESE.

Owing to the attack on Colowan Island by Portuguese troops, the Canton authorities have placed a memorial before the Wai Wu-pu requesting them to ask, through the Chinese *Charge d' Affaires* in Lisbon, the Portuguese Government to give an explanation of the recent proceeding, and also to demand an indemnity for the damage which was done to Chinese subjects in Colowan Islands by the Portuguese troops. The Wai Wu-pu wishes to lodge a protest with the Portuguese Government on the subject, but the Members of the Grand Council have not decided what to do.—*Shanghai Times.*

DESTRUCTIVE FIRE IN KOBE.

THREE FOREIGN HOUSES DESTROYED.

HOPELESS INEFFICIENCY OF FIRE-BRIGADE.

Early on Sunday morning, says the *Japan Chronicle* of 9th inst., a fire broke out on the Kobe hill, as a result of which two foreign houses and a foreign residence in course of construction were totally destroyed, while a fourth house was seriously damaged by water. The outbreak would certainly not have been so destructive if it were not for the disgracefully inefficient state of the Kobe fire-brigade.

The three houses destroyed were owned by Mr. W. Piper, and were all situated on the same terrace in Yamamoto-dori, 2 chome, but were detached and had a good space between each. It was in the middle building, No. 1 or 19, which was almost complete, that the fire broke out. A watchman was in charge of the place, and it appears that with the utter disregard, for even the most elementary precautions against fire that seems to characterise the Japanese *mombam*, he placed a lamp close to the *futon* on which he was lying. Wood shavings were scattered around the room. According to his statement, the lamp suddenly caught fire, or fell off its supports, and crashing to the floor, exploded. In a moment the wood-shavings had caught fire, and he had only just time to spring out of the mosquito net, and rush from the room. Finding it impossible to extinguish the flames, he ran into the street and gave the alarm.

A gentleman occupying a residence near by informs us that at about a quarter to three he heard a man shouting wildly in the lane at the back of his house. He looked out and saw a faint glare in the direction of the newly-built house opposite, and heard a crackling noise. Rousing his messmate, he ran out into the street to see what he could do. By this time the fire had commenced to burn through the walls, but it had not yet obtained a very firm hold, and if a hose could have been turned on, the flames could easily have been extinguished. A Japanese he met in the lane consented to run to the nearest police box and give the alarm. Meanwhile our informant assisted in the removal of the furniture from the adjoining house, a three-storied residence occupied by Messrs. Bennet, Elton, Greig, and Lamberton; for, nothing being done to extinguish the flames in the unoccupied house, the back staircase of the house caught alight. Within a quarter of an hour the flames had obtained such a hold that it was impossible to do more than save the first things that came to hand. Some more foreigners came up shortly afterwards, and these also assisted in the salvage operations, but the smoke and flames which belched through all the windows and doors made them abandon the work. The danger, too, of the roof (which was blazing furiously) falling in upon them also made salvage work a dangerous matter, while the walls began to bulge here and there in an ugly manner.

Nearly three-quarters of an hour after the outbreak the "fire-brigade" (we do not apologise for the inverted commas) arrived upon the scene with the usual war-whoops, and set about their work with the customary free-fight and tough-and-tumble. Every man was superintendent-in-chief (or thought he was) and bawled out orders to his comrades, who shouted back counter-orders. Somehow or other they managed to get a hose unreeled and with more shouts and boots dragged it in the direction of the blazing houses. Every few minutes the reels came up drawn by men who seemed almost delirious with excitement, as if they had never seen a fire in their lives. We need scarcely say that coolies with flags, lanterns hoisted on poles, and other antediluvian paraphernalia, heirlooms from the days of Jimmu Tenno, turned up in full force, and added to the din, heroically extinguishing the sparks which came within their range. The hydrants were turned on, but to the astonishment of everybody, the power was found to be so weak that the water could not be thrown more than a dozen feet. In other cases no water came out of the hoses at all, and so the firemen had to content themselves with looking on at the blaze and yelling at psychological moments. The police were also very industrious; those who were not hauling out furniture from the surrounding houses, or keeping back the crowd, ran hither and thither with their swords in one hand and paper lanterns in the other, shouting now and then to help the firemen. "All this time, be it remembered, the houses were blazing furiously, while a third residence, that occupied by Mr. Blum, had now caught alight. The fire spread here so rapidly that there was only time to get the furniture out on the ground floor, it being impossible to go upstairs owing to the dense smoke and the terrific heat.

At last, more than half-an-hour after the "brigade" had arrived, the pressure in the mains was suddenly increased, and the hoses were played on the burning houses, now little more than blackened walls and glowing timbers. As one resident remarked yesterday, it was like adding insult to injury to turn the water on at that time of the day.

However, the firemen were able to do something with the water, for soon after Mr. Blum's house had fallen a prey to the flames, smoke was seen to be coming from under the eaves of the residence on the west, No. 43, owned by Mr. Robert Young and now occupied by Mr. Nirnheim who was absent. The firemen set to work with a will. They had already smashed nearly the whole of the long fence, in order to pass a three-inch hose through the garden, and they now commenced to play, not only on the danger spot, for that would have been unscientific, but on the whole house. In a few minutes the place was little else than a wreck. Hundreds of gallons must have been poured in through the roof and windows bringing down the plaster and breaking down the walls, in order to "save" the residence. Such are the methods of the Kobe fire brigade.

At last "the fire was got under control," to use a newspaper phrase which has some meaning in most civilised countries, and the firemen went home, no doubt, well satisfied with their heroism, and anxious to rest their tired lungs.

In answer to an inquiry the police explain that the fire-brigades were turned out as quickly as possible, and that notice was given to the municipal official in charge of the waterworks, but for some reason or other the water was not available for forty minutes after the brigades were on the spot. Whatever the cause, the inefficiency and lack of organisation shown were certainly remarkable. It appears that it is the duty of the man in charge of the waterworks to put on full pressure when the fire-bells ring out.

The three houses destroyed were insured in the Meiji Fire Insurance Company for Y27 000.

SAPONG ESTATE.

TOBACCO CROP DISAPPOINTING.

In his annual report for 1909 on the interior, Mr. E. Barraut, Resident, makes the following reference to Sapong Estate:—

Sapong Estate extended their area in rubber to 1,000 acres and a crop of tobacco was harvested. Unfortunately the prices realised were far from satisfactory. I herewith attach the Hospital Returns which speak for themselves. The death rate has been reduced to 7.9, which is very satisfactory compared to previous years.

THE FLOODS IN JAPAN.

The news to hand to-day, says *The Kobe Herald* of August 11, leaves no room for further doubt as to the exceptional severity of the typhoon the proximity of which was reported by the Kobe Meteorological Observatory on Monday evening (after we went to press), and which has devastated a large section of the country between Nagoya and Tokio. The permanent way of the Tokkaido Railroad has been seriously damaged in several places—more seriously damaged than it has been by any storm for many years—and it is feared that some days must elapse before the regular through service can be restored. So far as reports at present available indicate the town of Hamamatsu appears to have felt the brunt of the storm, local advices stating that no such inundation has been known there for ninety years. The rainfall in that district is the heaviest that has been recorded for twenty-eight years. Happily there has not been much loss of life, but the damage to crops will, it is to be feared, represent a heavy blow to the provinces of Shikawa, Totomi, Suruga, etc. Of course it is quite possible that graver news awaits us, as it was impossible to communicate with many localities and outlying villages and hamlets when the dispatches published this evening were sent away. For the particulars given below we are indebted in the main to the columns of the *Osaka Mainichi* and *Osaka Asahi*:

The most serious damage wrought by the typhoon which passed over the Tokkaido on Monday night seems to have occurred between Fukurol and Kakegawa. The basement of the bridge over the Nishiyamazawa—a small river—gave way and the bridge, fifteen feet in length, collapsed. Repairs were taken in hand at once and iron girders, thirty feet in length, were sent forward from Nagoya station yesterday at 2 p.m. The train carrying these girders had to run through water. About 6 or 8 feet of the western bank of the Oigawa, one of the largest rivers in the Tokkaido, gave way and submerged the railway track, but the iron bridge over Oigawa is intact. The river Yahase rose about two inches every five minutes, there being eight feet more than usual at noon on the 10th. In view of the danger, special officials have been dispatched from the Nagoya Central Administration Bureau. Most of the up-train passengers are turning back to Kobe from Hamamatsu or Nagoya, preferring to travel north by sea.

DAMAGE IN THE NAGOYA NEIGHBOURHOOD.

It is reported from Nagoya that all the chief officials of the Nagoya office of the Central Railway Administration Bureau have been sent out to various threatened places. Investigations made by the Nagoya Railway officials show the following damages:—Between Matsuda and Koyama and between Numadzu and Hara the railway is under water; the western entrance of Ishibe tunnel, between Yochioume and Yaitsu, has collapsed, and only a construction train is running; there is four feet of water on the track between Fujiyeda and Yaitsu; the bridge over the Tochiyimagawa between Fujiyeda and Shimada is broken, and three culverts have been destroyed; over 800 ken of a hillside to the West of the Oigawa river between Shimada and Kanaya have been carried away, displacing about 10,000 tsubo of earth; and some more damage has been caused in the neighbourhood of Tomoda signal station in the precincts of Kanayabori. For the present the down track only is being used. The basement of the bridge over the Nishiyamazawa river has been greatly damaged and about a square mile of land in the neighbourhood has been inundated, the down track being most seriously damaged. Between Washidzu and Futakawa the down track has been carried away for about two miles and twenty-two chains; at present only the up track is being used.

SINGLE TRACK AVAILABLE TO FUKUROI.

Advices from Hamamatsu state that the Tokkaido railway has been opened after great difficulty as far as Fukurol, the necessary repairs having been effected by noon on the 10th. Only a single track is available however. No estimate can be made yet when regular traffic can be resumed. Most of the passengers alight at Hamamatsu, where great confusion still prevails. All the hotels are crammed, every room having from three to five guests. Even under this arrangement the hotels cannot accommodate all the passengers, and hundreds have to be refused. Many passengers spent the night of the 9th (Tuesday) on the platform of the station or in the waiting-rooms; while some were glad to find cover in the goods waggons. As it is impossible to say at present when the through service will be restored, some of the passengers have turned back and taken steamer. Everything in Hamamatsu station is in such a state of confusion that one would imagine, says one correspondent, that a battle was in progress in the immediate vicinity.

A Nagoya dispatch states that materials are being constantly sent forward from Nagoya and other places to the damaged sections of the railway. At 1 a.m. on the 10th, 500 coolies were dispatched from Nagoya. Repairs are being pushed forward as rapidly as circumstances will admit. Although in some places, the water is decreasing, in many other places the water is still rising and there is much danger in moving about. Five or six days must elapse before regular traffic can be restored and the probability is that the repairs will take ten days.

Notice has been issued by Nagoya Station that from this date and until further notice ten of the passenger trains between Nagoya and Hamamatsu and between Toyohashi and Hamamatsu will be discontinued, as well as goods trains between Nagoya and Hamamatsu and between Maibara and Nagoya, up and down services being referred to in each case. Passenger trains will be run between Hamamatsu and Toyohashi as opportunity offers. A notice has been posted at Nagoya station to the effect that as all the hotels at Hamamatsu and Toyohashi are full, passengers who are not in a great hurry would do well to alight at Nagoya; those who are anxious to reach Yokohama and Tokio quickly are advised to turn back to Kobe and proceed by sea.

An enormous quantity of mail bags has accumulated at Hamamatsu station. As no definite idea can be formed as to the date of the resumption of traffic, all the mails and newspapers from this side are to be sent back to Atsuta, and dispatched thence to Tokio by steamer. The mails and newspapers from Tokio and northern districts, are to be sent back to Yejiri port (near Shidzuoka) and thence sent by sea to Nagoya and points westward. But owing to the great confusion prevailing this plan had not been carried out when the dispatch was sent away last evening.

LINE OBSTRUCTED NEAR YAMAKITA.

At 8 a.m. on the 10th, the up track between Taniga and Yamakita was washed out owing to the very heavy rain-fall having swollen the streams and rivers in the neighbourhood. At 8.05 a.m. yesterday there was a land slide at Koyama station, near Yamakita, blocking the track. Traffic between Yamagita and Koyama was entirely suspended in consequence.

One of the Railway officials is reported to have said that the present inundations and damages are more severe than anything which has occurred along the Tokkaido line in former years. The railway has frequently been damaged by floods before, but, at the worst, it has always been possible to open one of the tracks in one or two days. At the time of the big inundation in 1896, the tracks in the neighbourhood of Hikone and Osaka were submerged in many places, but the interruption only lasted three or four days. The present damage is much more extensive and two days have already passed, and there is still no prospect of the service being restored for at least four or five more days. Even now some rivers are still rising, so that it cannot be said with confidence what the extent of the damage will be. It is no exaggeration to say that no such damage has been reported since railways were opened in Japan.

INUNDATION AT HAMAMATSU.

At Hamamatsu, the rain set in on the 4th, continuing steadily until the 8th. From 10 p.m. on the 8th it grew in intensity until the storm broke in all its fury. The Shikawa, which runs through the town, overflowed its banks, and in Hamamatsu town about 2,000 houses were flooded. In 500 of these the water rose above the floor. Most of the streets ran more than knee-deep with water. The records of the Hamamatsu Meteorological Observatory show that from 10 p.m. on the 8th to 10 a.m. on the 9th, that is, in twelve hours, 243.6 millimetres of rain fell. This is the largest rainfall recorded since the Observatory was established in 1882. The rain had not ceased on the afternoon of the 9th. On the contrary, signs were not wanting of a further downpour, and the people were very uneasy in consequence. A later dispatch from Hamamatsu states that the town has not been visited by such a serious flood for fully ninety years. On the afternoon of the 9th, the quantity of rain measured 344 millimetres. In addition to this very heavy rain, the water from the hills of Wago Wachi, Tomidzuka, etc, flows into the rivers in the vicinity of Hamamatsu. Moreover, on the upper courses of the Magome river, the bank gave way over a stretch of about fifty yards. Through this break, the water rushed into the town of Hamamatsu, flooding Ta-machi, Shim-machi, Itaya-machi, Magome-cho, Gejo-machi, Ike-machi, Motomemachi, Soma-cho, Takiwa-cho and Yawata-cho. The water was from 2 to 4 feet above the floor of the houses. The people took refuge in the upstairs rooms, but many of the women and the old and young people suffered great distress. The Hamamatsu police worked hard to succour the people, and the District Office requisitioned a number of boats and conveyed many people to the Hamamatsu Elementary School which was set aside as a place of refuge. Throughout the night of the 9th, drinking water and food had to be supplied to these people. On the 10th, the rain continued and the weather became more threatening, with heavy downpours at times. The river Tenriu then became dangerous also, the water rising almost to the level of the embankments. The people in receipt of relief on the night of 9th numbered about 2,000. In the suburbs of Hamamatsu, there are probably many places where great loss has been sustained, but as all means of communication have been cut off, no particulars can be ascertained. According to investigations made up to noon yesterday, a bluff collapsed at Ofuma-mura, in Hamana District, and buried a house with four people. They were dug out by the local fire brigade, but one person was crushed to death. Three were unconscious when rescued, but they will probably recover. All the agricultural products, such as tobacco, ginger, several kinds of potato, are expected to prove an entire loss. The damage to the rice fields is serious.

DAMAGE IN TOKIO.

In Tokio, owing to the heavy rain on Tuesday, 1,930 houses in Shitaya Ward were partially inundated. An embankment on the railroad between Ushigome and Shimmitsuke on the Kofu line threatened to give way, but a strong force of coolies was requisitioned to prevent a break and in this they seem to have been successful. In Hongo Ward, water rose to the height of the ground floor in about 1,500 houses. The Kanda river rose alarmingly, and there was only about a foot of space left between the bridge and the surface of the river. The Tramway service between Tokio and Yokohama was suspended from 10 a.m. on the 10th.

LOCAL AND GENERAL.

CHOLERA is reported to be raging in Benares.

LIEUT. R. I. H. Kinloch and Sec.-Lieut. H. G. Parcs, R.G.A., have been ordered to Hongkong.

PRIVATE E. Irving of the Infantry Coy. H.K.V., is permitted to resign on leaving the Colony with effect from the 16th August.

LIEUTS. G. W. W. Tresidder, M. D. Wall, and T. Cunningham-Cunninghame, R.G.A., have been appointed for duty at Hongkong.

A FISHERMAN from Aberdeen was fined $50 in the Police Court on Wednesday for being in possession of six pounds of dynamite. Inspector Dymond prosecuted.

MRS. K. von Wiser, wife of the Austro-Hungarian Consul in Hongkong, was safely delivered of a daughter on Wednesday. Mother and infant are both doing well.

THE following notification appears in the *Gazette*:—Royal Regiment of Artillery, Hongkong Singapore Batt.—Subadar Mohammad Ali Khan retires on retired pay (July 16).

THE Governor of Timor intends to visit Melbourne to negotiate with the Commonwealth authorities with respect to establishing a wireless telegraphic installation at Port Darwin, to connect with similar Portuguese installations at Dilli, in Timor.

WE are informed that no indictment has been filed against John Grant in respect of the alleged presentation of a false cheque whereby he obtained $10. It will remembered that, some time ago, the defendant was committed for trial at the next Criminal Sessions by Mr. E. R. Hallifax.

ON Wednesday the funeral took place at Happy Valley of the late Mr. Andrew Gatherer, who had served for many years as engineer on the China Coast, principally on the boats of the British India and Butterfield and Swire lines. He was well known in Hongkong, where he made a host of friends, both on account of his professional abilities and of the social qualities he enjoyed. There was a big attendance, including many Masons, at the interment this evening. Mr. Gatherer was a native of Greenock.

A PECULIAR case came on before Mr. E. R. Hallifax at the Magistracy on Tuesday. Three natives were charged by Chief Excise Officer Hoggarth with being in illegal possession of a quantity of opium. The men allowed that they had obtained the drug from the Opium Farm and that they held certificates of the Opium Farmer. Whereupon it was decided to test the drug then and there but the defendants on hearing the decision of the Magistrate at once intimated their unwillingness to have the opium tested and said they would rather submit to a fine. His Worship fined the first defendant $9, the second defendant $4.50. The third defendant was discharged.

JAPANESE telegraph landlines are now restored.

CABLE communication with Macao is interrupted.

MR. J. F. Reid joined the Volunteer Corps on the 16th August.

MR. Waugh is the new manager of the Langkon Rubber Company.

THE German Mail of the 14th July was delivered in London on 13th inst.

MR. Sze Shao-tseng has been appointed manager of the Kowloon-Canton railway.

GUNNER R. L. Bridger of No. 4 Coy., H.V.C., is permited to resign with effect from the 13th August.

AN EXILE'S" letter deals with a question still *sub judice*. We do not feel at liberty to publish it.

TWO natives were awarded three weeks' hard labour each in the Police Court on Monday for stealing 66 lbs. of sugar.

MR. Barlow, of Messrs. Goldring, Barlow and Morrell, left for Hongkong by s.s. *Borneo* after a short visit to Sandakan.

A THUNDERSTORM of considerable violence broke over Sandakan at about 2 p.m. on Wednesday, 20th ult.

THE Batavia Nieuwsblad calls attention to loss in weight as being a serious hindrance to the local rubber trade.

THE *Pioneer* has added its own *Lowther Range* widow's list to the *Times of India's* collection, which now totals over £1,000 sterling.

MR. Hofman of Deli has been appointed manager of the Lingkongan Rubber Co, and sails for Borneo from Sumatra this month.

A WIRE from Jesselton states that Resident Mr. Barraut is on the sick list, and proposes to take a trip to Zamboanga for his health.

THE s.s. *Kumsang* arrived in port on Thursday afternoon from Singapore with 860 Chinese passengers and 6 Portuguese soldiers.

THE trial of Sidford for causing the death of the late Mr. V. Barousky will take place on the 24th inst. before Mr Justice Bourne, C.M.G., and a jury.

A SEVERE storm was experienced at Kobe on August 7, during which four thunder bolts fell in the city and several lighters were sunk in the harbour.

THE Russo-Chinese Agreement in regard to the Sungari River questions was signed on 9th inst. The Agreement is similar to the forecast published on August 2.

THE directors of the Grand Hotel des Wagons Lits Coy., Ltd. of Peking will declare a dividend at the rate of 15% per annum for the past twelve months' working.

RUMOUR has it that one or two rubber companies in the Beaufort District, B. N. Borneo, are going to change hands, and we are led to believe at a good profit.

THE *B. N. B. Herald* is informed that Messrs Darby & Co. will shortly open a branch of the Hongkong and Shanghai Bank at Jesselton. This should fill a long-felt want there.

MR. J. C. Dyer, formerly in the H. and S. Bank, has arrived in Shanghai as manager of the Cathay Trust, Ltd., which is under the general management of Messrs. J. A. Wattie and Co.

REPORTS from Korea state that *The Seoul Press* and the *Chosen Nichi-Nichi*, have been suspended for the publication of articles alleged to be injurious to public peace and order.

IT is notified in the *Gazette* that the King has been pleased to approve the appointment of Mr. Henry Keswick, to be an Unofficial Member of the Legislative Council of the Colony of Hongkong.

MR. W. Bramwell, manager of the shipping department of Messrs. Warner Barnes and Company, arrived from Manila by s.s. *Zafiro* on Monday. Mr. Bramwell is here on business and will remain about one week.

THE well known Bucknall liner *Beira* has recently been sold through Messrs. Samuel Samuel & Co., Ltd., Kobe, to Mr. K. Kishimoto, of Osaka. The vessel has a dead-weight carrying capacity of some 6,800 tons, and is, perhaps, the finest steamer of her class which has in recent years been transferred to the Japanese flag.

MESSRS. W. G. Humphreys & Co. have been informed by Jeyes Sanitary Compounds Company, Ltd, that they have been awarded the Diploma of Grand Prix for their exhibit at the Japan-British Exhibition, an award rendered all the more valuable from the fact that Jeyes' are the only disinfectants so honoured.

THE Rangoon authorities made a large seizure of morphia on the *Glenogle* on July 28. Accompanied by two Lugyis they boarded the vessel off the jetty and, after a long search, came upon a Chinese tea box in the alley-way. On opening the box it was found to contain, hidden in the tea, 250 oz. of morphia, whose value is estimated at from R8,000 to R10,000.

A CABLE received in Manila on 15th inst. announced that the price of tires had advanced 15 per cent. The wire also announced that the advance was general and included everything of rubber manufacture and affected every factory in the United States. This is the second advance in rubber lately, the last advance of 10 per cent occurred about three months ago.

THE invitation to the Portuguese company of the S.V.C. to send twenty men to Macao to attend the unveiling of the statue to the memory of Colonel Vincente Nicolau de Mesquita, which takes place on the 22nd inst., was accepted by five members of the company at a meeting held on Tuesday evening, and the men are to leave Shanghai on the 18th inst. by an Indo-China steamer. It is expected that besides taking part in the unveiling ceremony they will participate in shooting contests with the army and navy in Macao and possibly in other sporting events.

UNDER date Shanghai, 11th inst., Messrs. Wheelock and Co. report:—There is again no change to report in our Homeward Freight market since our last issue which, however, is hardly to be wondered at, seeing this is our "*dull*" season; tea also is unusually backward this year owing to the high prices ruling here and very poor markets in Europe and America. Coastwise:—Things are no better on the coast:—there is practically no cargo moving in any direction; consequently no demand for tonnage of any sort, and we are afraid that for this month, at any rate, prospects are at their lowest ebb;—we hear, however, good reports of the rice crop in the Yangtsze Valley, and if these are realised they will tend to save the situation and we may hope for some improvement in the autumn.

H.M.S. *Astraea* arrived in port last Saturday morning from Shanghai.

NELSON T. JOHNSON has been appointed American Vice Consul-General at Hankow.

TWO natives were fined $500 each at the Magistracy last Saturday for being in illegal possession of 1,408 taels of prepared opium.

THE seven alleged Colowan pirates were again brought up before Mr. E. R. Hallifax at the Magistracy last Saturday and remanded.

THE P. and O. Company's steamer *Moolton*, which left London on 15th ult., took the following specie for:—Singapore, coin gold, £1,750.

IN its budget the Yuchuanpu estimates the expenditure on building railways next year at about Tls. 40,000,000 after balancing accounts.

THE Directors of the Shanghai and Hongkew Wharf Co., Ltd., have declared an interim dividend of three taels per share, payable on 19th inst.

THE Waiwupu has received applications from the foreign Powers for permission to send delegates to witness the opening of the Senate in October.

A FOREIGN Customs officer at Haiphong is alleged to have shot one of the local gentry and wounded some other Chinese, and it is said that he has been arrested for his crime.

MRS. R. E. BELILIOS, of Park House, Piccadilly, wife of the prospective Unionist candidate for Walworth, who underwent an operation for appendicitis on 5th ult., is making favourable progress.

A LARGE number of steamers are in port. The whole of this week has been a slack time for freights. Only a very few out of the score or so of steamers in port are loading any cargo.—*Bangkok Daily Mail.*

HIS Excellency the Officer Administering the Government-in-Council has been pleased to direct that a book or books, to be entitled the Copyright Register, shall be kept by the Registrar General in his office.

As the funds for the construction of the Yünnan railway have been exhausted, it is proposed to obtain a foreign loan to meet the demands and strong endeavours are being made by British and French capitalists to obtain the loan contract.

THE Government has received a telegram from the Yünnan Viceroy requesting the Waiwupu and the Ministries of the Interior and Commerce to send delegates to survey and determine the sites of self-opened commercial ports.

A PEKING telegram says that, since his return to Peking from Europe, Prince Tsai Tao has urged the removal of the queue, which reform would stimulate the advancement of the Chinese people. As much opposition prevails against the idea, it will not easily obtain sanction.

A YOUNG American was charged before Mr. E. R. Hallifax at the Magistracy last Saturday with alleged assault on an Indian watchman in the employ of the Hongkong Hotel. The summons was dismissed, as his Worship was of opinion that the complainant was telling falsehoods.

THE Ministry of Finance deems it necessary to enforce the stamp duties in order to relieve the financial straits, but the provinces have delayed the imposition on different pretexts. It proposes, therefore, to ask for the issue of an Edict reprimanding the provincial governments in the matter.

A NATIVE was charged at the Magistracy last Saturday with falsely representing to a married woman that he had a share in Nos. 40 and 42, Cross Street, thereby defrauding the complainant of the sum of $1,000 on the 30th December last. The case was remanded. Mr F. X. Almada prosecuted and Mr A. G. Jackson appeared for the defendant.

L. S. JACKSON last Saturday charged Fok Kwai Po, of the steam launch *Bailey*, for unlawfully failing to have the licence of the launch framed and exhibited in a conspicuous part of the cabin in Victoria harbour on the 6th instant. Defendant stated the licence was locked up on board the launch. His Worship found defendant guilty and imposed a fine of $10. On a further charge of failing to have the certificate of competency of the master and engineer of his licensed launch *Bailey* on board, defendant was discharged.

IT is notified in the *Gazette* that it is the intention of the Governor to make an order, on the 29th January, 1911, directing the removal of all graves in section A in Ma Tau Wai cemetery which are within the area coloured blue on plan B called "Proposed Section A" of the said Cemetery, which may be seen during office hours at the offices of the Sanitary Department, Beaconsfield. Such order will be made for the purpose of executing a public work, namely the proper laying out of such area in terraces for future interments.

THE sudden collapse of the rubber share market in Shanghai has seriously affected the money market and business generally. Japanese importers of cotton yarn have been placed in difficulties owing to several Chinese banks having suspended payment. The total loss is of course impossible to calculate with certainty, but it is estimated at about Y4,000,000. According to a Tokyo report, the Mitsui firm is most seriously affected by the panic in Shanghai which has followed the collapse of rubber. So long, however, as the inland markets remain unaffected, the cotton yarn trade from Japan to China is not likely to be seriously affected by the crisis in Shanghai.—*Japan Chronicle.*

THE *Osaka Mainichi* notes that the export of cotton yarn, which had been very active since last spring, has sustained a great blow by the recent financial crisis in Shanghai, which is the most important market for the sale of Japanese cotton yarn. Chinese exporters have entirely ceased to buy yarn, and no bargains are now being made in Osaka. The present inactivity is taken to be a reaction from the excessive and speculative exports made since last spring. Coarse yarn, such as 12's and 14's, which were exported in March or April last actually still remain in the godowns in Shanghai, not having found a sale. On the home market coarse yarn is ruling higher; the stock is comparatively small, and some dealers in Osaka have undertaken the re-import of coarse yarn from Shanghai.

A SAD little tragedy of a child is reported from Ekaterinoslav. A well-dressed lady was passing through the market in that city a few days ago, says a Russian exchange, when she found herself face to face with a couple of beggars who had a little girl with them. To the lady's astonishment she recognised in the latter her own child, who had been kidnapped from her home three years ago when she was five years old. But the unfortunate child, quite sound and healthy at the time of her disappearance, was now a cripple, her hands and feet being twisted out of shape. Her cruel kidnappers had deliberately crippled the little one in order to attract the sympathy of the public. The grief of the mother at seeing the condition of her long-lost child cannot be described. The two beggars were subsequently arrested.

COMMERCIAL.

August 17th, 1 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagars	5/9
Anglo-Javas	Tls. 15
Anglo-Malays	24/9
Balgownies	16
Batu Tigas	102/6
Bertams	7/9
Bukit Kajangs (pp.)	63/-
Bukit Rajahs	—
Carey Unitods	21/6 prem.
Castlefields	120/-
Changkat Serdangs	$13
Cheras (part paid)	$18
Do. (fully paid)	$21
Damansaras	160/-
Eastern Internationals	20/ prem.
Fed. Selangors	—
Glencalys	$2.20
Glenshiels	—
Golcondas	12/-
Golden Hopes	—
Highlands and Lowlands	113/-
Indragiris	$17
Inch Kenneths	—
Jequies	—
Jonglandors	—
Kamunings	6/6 prem.
Kuala Lumpors	180/-
Lanadrons (fully paid)	—
Lanadrons (ppd.)	—
Labus	—
Ledburys	92/6
Linggis	53/9
London Asiatics	13/-
London Ventures	6/6
Merlimaus	7/6
Pajams	$15
Pegohs	$32
Rubber Trusts	28/6 prem.
Saggas	270/-
Sandycrofts	$32
Sapongs	—
Seafields	—
Sekongs	3/- prem.
Shelfords	7 1/6
Singapore & Johores	$16
Sumatra Paras	15/-
Sungei Chohs	105/-
Sungei Kapars	15/6
Tandjongs	—
Tangkahs	39/-
Toerangie	2/- prem.
Ulu Rantu	—
United Serdangs	120/-
United Singapores	$1.75
United Sumatras	10/9
United Langkats	80/-

Para Rubber ..... 9/7 per lb.

JULY RUBBER RETURNS.

BATU CAVES:—17,458 lbs.
NEW SERENDAH:—415 lbs.
KURAN ESTATE:— 2,640 lbs.
Agents Gunn and Co.
PAJAM:— 3,250 lbs.
RUBBER ESTATES OF KRIAN:— 3,300 lbs.
GULA KALUMPONG:— 10,000 lbs.
ALOR PONGSU:— 2,150 lbs.
BRIEH:— 1,228 lbs.
KEPONG:— 3,900 lbs.
PENGKALAN DURIAN ESTATE:— 968 lbs.
TEMPENIS PARA AND COCONUT PLANTATIONS:—Citronella Oil 1,350 lbs; Rubber 36 lbs; Coconut 5,641 nuts.
Agents F. W. Barker and Co.
LANADRON:—36,923 lbs; against 30,229 lbs; total for seven months 218,634 lbs: against 134,472 lbs.
Agents Guthrie and Co.
BUKIT KAJANG:—5,473 lbs; against 4,293 lbs: total for seven months 23,358 lbs.
Agents Gunn and Co.
BALGOWNIE:—8 757 lbs.

MALACCA:—22,500 lbs.
SUNGEI SALAK:—2,858 lbs.
Agents Gunn & Co.,
TRAFALGAR:—324 lbs.

Agents F. W. BARKER & Co.
LEDBURY:—9,844 lbs; against 6,080 lbs; total for seven months 61,851 lbs; against 30,610 lbs.

JULY RUBBER RETURNS

Agents McAlister Co.
RAGALLA:— 3,520 lbs.
Agents Evatt & Co.
HAYTOR:— 349 lbs.
Agents Derrick & Co.,
TAMBALAK:— 964 lbs.
PEGOH:— 3,300 lbs.

JULY RUBBER RETURNS.

CASTLEFIELD:—July 3 800 lbs.
INCH KENNEITH:—11,140 lb; against 6,552.
GLENSHIEL:—4,899 lbs; against 362.

RUBBER SHARE MARKET.

Hongkong, 19th August.

When Para rose from 8/3 to 9/3 and closed at 9/- at the last rubber sales there was considerable excitement manifested in London and shares rose strongly in sympathy, the demand putting up prices of the sterling shares in the local market also as last reported. Since then the excitement has subsided, and prices on the whole are lower. Para continued to advance, and was wired at 9 7 from London on Wednesday, at which figure it closes to-day. Business in sterling-quoted shares during the week under review has been of small compass only and the market closes weak.

After the mild panic in Singapore last week, when first-class scrips were being offered at absurdly low figures, the inevitable reaction has since taken place, and apparently our Southern neighbours have gained heart again with the advance in price of Plantation Rubber. The more notable advances in Singapore stocks during the week have been:—

Pegohs	from	$22	to	$28
Balgownies	"	13	"	15
Singapore & Johores	"	13	"	14
Indragiris	"	15	"	17
Changkat Serdangs	"	10½	"	11

Latest advices from Singapore to-day report a rather quieter market with an inclination to sell.

Anglo Malays after rising to 26/3 have weakened and now can be secured at the reduced rate of 24/9.

Allagars have changed hands to a fair extent at 5/6 and at the close more can probably be had.

Eastern Internationals were sold during the early part of the week at 25/- prem; but have since reacted and, after sales at 23/6 prem, are steady at 20/- prem.

Linggis have weakened from 56/6 to 53/6 at which latter rate they are quiet.

London Ventures remain quiet at quotation with no business to report.

Merlimaus have again been placed at various rates from 7/- to 7/9, closing easier.

Ledburys have improved to 92/6 at which price they are obtainable.

London Asiatics have been sold at 14/- 13/6 and 13/3 closing easier at 12/9.

Tangkahs can probably be had at 37/6.

United Serdangs after rising to 125/- are on offer at 120/-.

United Sumatras are weaker and can be placed at 10/-.

Tandjongs have buyers from London at 48/- prem.

Bertams are nominally quoted at 8/- with no business to report.

Balgownies have probable buyers at $15, with sellers from Singapore at $16.

Changkat Serdangs have improved to $11 at which price they may be placed.

Ayer Panas after sales at $7 are slightly higher and have probable buyers at $7½.

Pajams are wanted at $14½ with probable sellers at $15½.

Glencalys are wanted at $2 from Singapore, but there are no sellers under $2½.

Indragiris show an improvement on last week's quotation to $17, at which price they have probable buyers.

Pegohs have had a smart rise from $22 to $30, with buyers at $28.

Sandycrofts have changed hands in small lots at $31, and more can probably be placed.

Singapore and Johores can be sold at the slightly improved rate of $14.

United Singapores are unchanged and without business to report at quotation.

Ayer Kunings have buyers at $1.

Pahangs can still be placed at $1½.

Elphinstones are slightly lower with buyers at $2½.

Alor Gajahs have inquiries from Singapore at the improved rate of $1½.

New Serendahs are in favour at $1½.

Exchange. The Banks closing T/T quotations are as follows:—

On London..... 1/3 7/16
" Shanghai...74½
" Singapore...76½

ELLIS & ELLIS.

SINGAPORE QUOTATIONS.

Messrs. Ellis and Ellis advise us of the receipt of the following telegraphic quotations from Singapore to-day:—

Alor Gajahs	$2.50
Ayer Kunings	1
Ayer Panas	8½
Balgownies	15
Changkat Serdangs	11
Elphinstones	2½
Glencalys	2
Indragiris	17
New Serendahs	2.25
Pajams	14½
Pantais	1½
Pegohs	28
Sandycrofts	31
Singapore and Johores	14
United Singapore	1½

YARN MARKET.

Hongkong, 19th August.

Our last report was dated the 5th inst, per s.s *Asia*, since when the same quiet tone prevailed for the first few days of the fortnight in our Yarn market. But subsequently reported improvement in the prices of American Cotton soon reflected the Bombay market, where the prices are said to be likewise advanced. Knowing these facts and coupled with the present cheap rates ruling here some of the big buyers put in an appearance in the market and at once commenced to make purchases with the result that the sales of about 3,400 bales have been recorded in the period. Demand has run principally on most favourite chops of Nos. 10s and 12s counts. Partly having satisfied with their requirements and partly by the tightness of money the Chinese dealers lately show great reluctance to operate, consequently the market at the close remains quiet but steady.

No. 6s.—A very small business done at declining rates.

No. 8s.—There has been an absence of demand from the country in spite of the cheap prices ruling.

No. 10s. & 12s.—The bulk of the sales has been done in these two counts; in some instances at lower rates.

No. 16s.—Small rates at quotations.

No. 20s.—Owing to the cheap selling in our market of Japanese yarn, this count has been very difficult to move even at cheap rates, nominal sales put through.

Total sales 3,400 bales.
Unsold stocks 28,000 bales.
Sold but un-delivered in the godown and to arrive 42,000 bales.

Arrivals.—The mail str. *Ascodia* and extra strs. *Ischia*, *Vorwaerts* and *Tien Mara* from Bombay, and str. *C. Apear* from Calcutta have brought in 8,085 bales for Hongkong, and 7,500 bales for Shanghai.

Shanghai Market.—Very dull, owing to big collapses among Chinese bankers.

Japanese Yarn.—About 1,000 bales No. 20 were sold at $1.6 to $1.55 to $159.

Cotton Bengal.—Owing to higher prices of cotton, no business has been done; no sales either in Bengal or in Chinese. Stock—400 bales Bengal and 80 bales Chinese. Quotation: Bengal $32 to $35; Chinese $35 to $39.

Rupees T/T 133⅞. Rupee D/D 134. Sterling D/D 1/3⅛ Sterling 4m/it 1/9 11-16. Shanghai T/T 74½. Japan 87⅛. Bar Silver 24⅝.

POLISHWALLA & KOTWALL,
Cotton & Yarn Brokers.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/9 7/16
Do. demand	1/9⅜
Do. 4 months' sight	1/9 11/16
France—Bank T.T.	2.25½
America—Bank T.T.	43⅛
Germany—Bank T.T.	1.82½
India T.T.	133⅛
Do. demand	134
Shanghai—Bank T.T.	74½
Singapore—Bank T.T. per H.K. $100	76½
Japan—Bank T.T.	87⅛
Java—Bank T.T.	107½

Buying.

4 months' sight L/C.	1/9⅜
6 months' sight L/C.	1/10
30 days' sight San F'co & New York	44½
4 months' sight do.	45½
30 days' sight Sydney & Melbourne	1/10½
6 months' sight France	2.30
6 months' sight ,	2.32
4 months' sight Germany	1.87
Bar Silver	24½
Bank of England rate	3 %
Sovereign	$11.15

A DARING burglary, which, however, turned out unsuccessful, was committed in a house in Chancery Lane at about 4 o'clock on Wednesday. A thief gained access into the rooms occupied by a clerk in Messrs. Goldring, Barlow and Morrell's office and from the wardrobe in one of the rooms extracted two gold watches and then proceeded to decamp. Meanwhile, the owner's wife observed the robbery and with the assistance of a neighbour raised shouts of "thief!" and shortly afterwards the bold one was arrested in the street by the owner of the articles. The man was handed into the custody of an Indian policeman, who found the stolen articles concealed under a long-coat, which the thief had donned, evidently with the object of putting any possible pursuers off the scent. This morning the man was charged before Mr. J. R. Wood with larceny and burglariously entering a house. He was convicted and sentenced to six months' hard labour and six hours' stocks. On hearing his fate, the defendant intimated his desire to lead a reformed career after doing "time." Somebody was heard to remark that the thief would be given every opportunity to fulfil his desires. Rather hard on the victim.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT: RESERVE.	POSITION AS PER LAST REPORT: AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMAT RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	$125	$125	£1,500,000 / $15,000,000 / $250,000	$2,023,918	£2.5/- for half year ending 31.12.09 @ ex 1/9½=$15.11	5 %	$950 buyers / £9
National Bank of China, Limited	99,925	£7.	£6	£4,000 / $3,000,000	$30,552	£1 (London 3/6) for 1903	...	$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,500,000 / $254,181 / $302,379 / £165,000	none	$10 for 1908	6 %	$167½ sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 2[illegible] / Tls. 335 153 / Tls 140,183	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 115 buyers
Union Insurance Society of Canton Limited	12,400	$250	$100	$2,000,000 / £170,568 / £105,347 / $7 3,985	$187,984	Final of $20 per share, making in all $50 per share for 1908 and 1st interim dividend of $30 per share for 1909	6 %	$840 sellers
Yangtsze Insurance Association, Limited	12,000	$100	$60	$1,000,000 / $234,405 / $199,264	$1,[illegible]	$12 for year ending 31.12.08 and 1 interim of $3 on account of '09	7 %	$200 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	30,000	$100	$20	$1,030,000 / $550,345 / $61,168	$4,8[illegible]6	$6 and bonus $2 for 1908	7 %	$111
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,460,000	$426,218	$17 for 1908	8 %	$350 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	57,743	Dr. $3,7 7	5 % for 1906	...	$14
Douglas Steamship Company, Limited	20,000	$50	$50	$230,000 / $100, 89	nil.	2½ for year ending 30.5.1908	...	$27 sellers
Hongkong, Canton & Macao Steamboat Co., Ld	80,000	$15	$15	$350,000 / $617,500 / $103,545 / $19 105	122,765	Final of $1½ for account 1910	8 %	$32 buyers
Indo-China Steam Navigation Co., Ld. (Preferred)	60,000	£5	£5	£138,100	$37.8.2	6/- for 1907 on Preference shares only @ ex 1/9 11/16=$3. 154	...	$60 sellers
Do. Do. (Deferred)	60,000					3rd In. of 2/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	5 %	91/- buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£720,000 / £100,000	152,994			
"Star" Ferry Company, Limited	10,000 / 10,000	$10 / $10	$10 / $5	$71,850 / 162,681	1[illegible] 159	A dividend of 7 % / A bonus of 5 % for year ending 30 t. 1910	5 % / 4½ %	$24 sellers / $12 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$520 000 / $83,620	Dr. $[illegible],090	$10 per shares for 1907	6 %	$167.
Luzon Sugar Refining Company, Limited	7,000	$100	$100	[illegible]	Dr. $[illegible]	$3 for 1897	...	$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	[illegible]	Tls. 6 02	Tls. 10 for year ending 31.8.09	...	Tls. 800 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£0. 1	£215,000 / £84,390	£1,435	Final of 1/6 making 3/- for 1909	9 %	Tls. 16
Headwaters Mining Company	60,000	Ps. 10	Ps. 10	none	none	First year	...	Ps. 10
Raub Australian Gold Mining Company, Limited	150,000 / 50,000	£1 / £1	18/10 / £1	£1 [illegible]	none / none	5½ per share 13th dividend	5 %	$7½ sellers. 41/-
Oriental Consolidated Mining Co., Ltd	500,000	G $10	G $10	none	none	Final of Gold $0.05 for 1909 in all G $1.15		
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$25,275	$8,462	$1.75 for year ending 31.12.08	...	$9½ sellers
Hongkong & Kowloon Wharf and Godown Co., Ld.	60,000	$550	$50	$550,000 / $31,993 / $10,000	$264,847	$2½ for 1909	4½ %	$54 buyers
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$88,442 / $22,000	$23,7 5	Interim of $1½ for account 1909	...	$51 buyers
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	[illegible] 0,000	[illegible] 0.23	Final of Tls 3 making Tls. 6 in all on '9/10	6½ %	Tls. 76.
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 50,257 / Tls. [illegible] 00 / [illegible]	9,223	Final of Tls. 4 making Tls. 7 for 1909	7 %	Tls. 116
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	Tls. 35,000	Tls. 4 3[illegible]4	Tls. 6 for year ending 23.2.07	5½ %	Tls. 101 sellers
Central Stores, Limited	50,125	$15	$15	$[illegible],000	$[illegible]	$1.20 on 9,011 and 62 cents on first new issue	8 %	$16 buyers
Hongkong Hotel Company, Limited	12,000 / 8,000	$50 / $50	$50 / $25	$10,000	$[illegible] 9	$2.60 on old shares and $1.30 on new shares for half year ending 31.12.09	2 %	$104 / $82 sellers
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$150,000 / 223,045	$[illegible].71	Final of $[illegible] making $7 for year end. 31.12.09	7 %	$98½ buyers
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	25,856	$2.9	45 cents for 1909	6 %	$8½ sellers
Kowloon Land and Building Company, Limited	6,000	$50	$30	none		$2½ for 1909	8½ %	$32 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,321,045 / Tls. 30,000	Tls. 53,969	Interim of Tls. 3 for 1910	6½ %	Tls. 112
West Point Building Company, Limited	12,500	$50	$50	none		Final of $1.80 making in all 3.80 per share for 1909	8½ %	$39
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	20,000	Tls. 50	Tls. 50	[illegible] 40,098	[illegible]	Tls. 11 for year ending 31.10.07	8½ %	Tls. 110 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	[illegible]	[illegible]	50 cents for year ending 31.7.08	8 %	$5
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	[illegible]	Tls. [illegible]	Tls. 7½ for year ending 31.9.09	12 %	Tls. 57½
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 10.	[illegible]	Tls. [illegible]	Tls. 6 for 1909	7 %	Tls. 68½
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 5.0	31,[illegible]	Tls. 31,173	Tls. 25 for 1907	10 %	Tls. 240
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	1,[illegible]	[illegible]	15 % per share for 1907	...	$10 buyers
China-Borneo Company, Limited	60,000	$12	$12	[illegible]		60 cents for 1909	6 %	$9 sellers
China Light and Power Company, Limited	50,000 / 50,000	$5 / $1	$5 / $1	[illegible]	$61,118	10 cents for year ended 28.2.06	...	$1.40 sellers
Do. Do. Special shares					2,602	80 cents for 1909	9 %	$8½ buyers
China Provident Loan & Mortgage Company, Ld.	125,000	$10	$12	From [illegible] / $1[illegible] / $1,000	$1,89[illegible]	$1.20 for year ending 31.7.07	6½ %	$15½ sales
Dairy Farm Company, Limited	40,000	$7½	$6	$13,000	$4,190	Final of 40 cents making in all 75 cents per share for 1907	10 %	$6 sales
Green Island Cement Company, Limited	400 000	$10	$10	$5,0[illegible]	$670	14 per cent. viz. $1.40 for 1907	12 %	$14 sellers
H. Price & Company, Limited	12000	$10	$10	none	$22,798	A dividend of $1.20 per share and a bonus of 10 cents	6 %	$10 buyers
Hongkong Electric Company, Limited	60,000	$10	$12	$150,000	$7,615	Final of $3 for 1907	6 %	$135 buyers
Hongkong Ice Company, Limited	5,000	$25	$25	$40,000	$9,176	Final of $1 making in all $2 for 1908	9 %	$21 sales
Hongkong Rope Manufacturing Company, Ld.	60,000	$10	$10	Tls. 547,500	Tls. 316,682	2nd interim dividend of Tls. 12½ for 1910	5 %	Tls. 1,350
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 63,924		80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30.4.10	5½ % / 5 %	$24 sellers / $1.50 nom.
Peak Tramways Company, Limited	25,000	$10	$10	$10,000	$3,014	None	...	$10 sellers
Peak Tramways Company (new)	50,000	$10	$1	none	Ps. 18,640			
Philippine Company, Limited	75,000	$10	$10	Tls. 14,810 / Tls. 75 000	Tls.. 5,250	Final Tls. 5 making Tls. 8 for 1908	2 %	Tls. 155 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20					$29 sellers
Societe des Pulpes et Papeteries du Tonkin	13,200 Benefit shares / 1,200	50 Haiphong Nominal	25 Currency ...	none / none	none / none	First year / None	... / ...	$8[illegible] / H'kong currency
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $31,095	None	...	$26
Steam Laundry Company, Limited	20,000	$25	$5	$11,956	none	10 % for year ending 31st May 1910	10 %	$5½ sales
Union Waterboat Company, Limited	150,000	$10	$10	$46,000	$342	60 cents for year ending 31.12.08	8 %	$7½ buyers
United Asbestos Oriental Agency, Limited	10,000	$10	$5			60 cents per ord. share for year ending 31.5.09	5 %	$11½ sellers
Watkins Limited	10,000	$10	$10	none	$1,941	25 cents for 1909	11 %	$smallers ex div. $6½
Watson (A.S.) & Co., Limited	90,000	$10	$12	$300,000 / 25,000	$2,613	None	...	
William Powell, Limited	15,000	7		8020	$982	None	...	$2 sellers

Printed and Published by JOHN PEDRO BRAGA for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 7 Ice House Road, in the City of Victoria Territory.